CYCLE NEWS®

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Camel Supercross Series

Bradshaw ropes win in Dallas

Double-barreled trials test

Beta Zero Black Magic, Aprilia 300 Climber

TIME DATED MATERIAL MAILED APRIL 30, 1991

IN THE WIND By Papa Wealey

American **Donny Schmit** (Suz), the defending 125cc MX World Champion posted 1-3 scores to earn the overall victory at round two of the World Championship 125cc Motocross Series at Toulon, France, April 28. **Stefan Everts** (Suz) was second overall, while **Pedro Tragter** rounded out the top three. Americans **Bobby Moore** (KTM) and **Willie Surratt** (Hon) finished fourth and fifth overall, respectively. Schmit has a 12-point lead over Everts in the standings, 72-60. Moore lies third with 57 points and Surratt holds fourth at 45 points.

Jacky Martens (KTM) swept both motos in round two of the World Championship 500cc MX Series at Vantaa, Finland, April 28. **Kurt Nicoll** (KTM) finished second overall with 4-3 moto finishes, and **Georges Jobe** (Hon) was third overall via 8-2 finishes. American **Billy Liles** (Kaw) finished fifth in moto one but failed to make the top 15 in the second race. Nicoll leads Jobe in the point standings, 65-51. Martens is third with 50 points.

Aaron Hough (Kaw) was the overall winner in round four of the AMA National Championship Cross Country Series at Brownsville, Pennsylvania, April 28. **Duane Conner** (Kaw) finished second overall and moved into the series points lead. **Terry Cunningham** (Kaw), **Jeff Russell** (KTM) and **Doug Blackwell** (Kaw) rounded out the top five overall. Defending Cross Country National Champion **Scott Summers**, who was the series points leader going into the event, finished 10th.

The opening round of the AMA National Championship Reliability Enduro Series in Tulsa, Oklahoma, April 25-28, saw **Larry Roeseler** score the overall and 250cc class win. Three-time National Enduro Champion **Randy Hawkins** (Suz) topped the 125cc class, while **Fred Hoess** (Kaw) scored the Open class victory. **David Rhodes** (Hbg) and **Kurt Wilcox** (Hbg) posted the 350cc and Open Four-Stroke class wins, respectively.

George Roeder (H-D) won the Expert main event at the traditional Ohio dirt track season opener, the Springfield Half Mile, April 28. Roeder was followed across the finish line by **Larry Pegram** (Hon) and **Steve Morehead** (H-D). **James Hart** (W-R) won the Junior final and **Rod Mashue** (Hon) won the Pro-Am main.

Chris Economaki reports in National Speed Sport News that the Agajanians are hoping to build a **half mile oval** at **Glen Helen OHV Park** in southern California to replace the one they ran races on for years at Ascot Park. They're seeking approval by the state government of a long-term lease which would make the construction of such a facility profitable.

And speaking of the Agajanians, Chris Agajanian is promoting the May 11 **Pomona Half Mile** round of the Camel Pro Series. Dirt track fans who attended the winter-time non-National event in 1987 at the Los Angeles County Fairgrounds facility will recall that the track is a 5/8ths mile oval with long, long straightaways and tight cushion turns. The latter has former Grand National Champion Gene Romero, who is handling p.r. for the event, wondering if guys like Ronnie Rall and George Roeder will dig their hotshoes out of the closet and make the long trek to California. Papa doubts if those masters of cushion tracks will come out of retirement, but he's looking forward to seeing the current crop of dirt trackers do their thing at Pomona.

Ronnie Jones, who is currently tied for the lead in the Camel Pro Series point standings with **Chris Carr**, feels he's one up on his competitors as far as the Pomona race is concerned. Jones recalled that the 1987 race at the southern California track was won by Alex Jorgensen on a Honda RS750, the same type of bike Jones currently rides for George Garvis. So, Jones contacted Jorgensen's ex-tuner, Robert Staub, and inquired about the set-up used four years ago. Staub had kept his notes and agreed to share them with Jones. "The track is strange. It has long straightaways like a mile track and tight turns like a quarter-mile track," Jones said. "The key to the race is going to be the bike set-up and gear ratio. Robert gave me the gear ratios he used in '87 and that's what we're going to use. For most people, it's a guessing game. But after talking to Robert, I at least know we're going to be in the ballpark when we get there."

WERA informs us that the **Suzuki National Cup contingency awards** which were posted for the canceled April 13-14 Summit Point Raceway event will be reallocated to the June 8-9 Nelson Ledges Road Course National Qualifier and the **Yamaha contingency awards** to the May 25-26 event at Summit Point. The April Summit Point meet was canceled due to unsafe racing conditions caused by rain on the polished asphalt surface. The decision to cancel was made in the interest of safety.

South Carolina's **Myrtle Beach Speedway** will host a **$17,000 oval asphalt half mile race** on Friday night, May 17, during the North Carolina Harley-Davidson Dealers Association's 51st Annual Spring Motorcycle Rally. Competition will be run in the 600 and 750cc classes, plus a Harley-Davidson Twin Sports class for the Milwaukee marque's 883 Sportsters. **Will Davis**, the current number one plate holder in asphalt oval racing, will be jetting across the U.S. from the May 17 Pomona National Half Mile to compete in all three classes. Davis will then jet back to California for the May 19 San Jose National Mile round of the Camel Pro Series.

The **14th Annual SCORE Off-Road Equipment and Recreational Accessories Show** will take place May 3-5 at the Anaheim Convention Center in Anaheim, California. Although the majority of the exhibitors are from the four-wheel field, motorcycles are included in the show. The show is open Friday evening, beginning at 5 p.m. Weekend hours are 11 a.m. to 10 p.m. Saturday, and 11 a.m. to 6 p.m. on Sunday. Adult admission is $6.50. Children 6 to 11 years of age is $3, while kids under 6 will be admitted free.

Five-time MX World Champion **Eric Geboers** will remain retired from active competition as he announced at the end of last season, despite rumors that circulated throughout Europe earlier this year that said he had was bored and would defend his 500cc GP title. Geboers was on hand to watch the April 14 opening round of the World Championship 500cc MX Series in Switzerland and said that EG Events, his promotions company, was keeping him busier than he'd anticipated. Geboers, who is a helicopter pilot, has also started a flying business with a fleet of four choppers. Although Geboers said at the time of his retirement that he would race selected events this year, he now says he has no definite plans to race in 1991.

What has Canadian **Ross Pederson** been doing since the Gainesville AMA National Championship MX? After finishing 11th at the opening round in Florida in March, Pederson signed with Norco, California-based Suzuki Country Racing, and has been contesting the Canadian National Championships aboard a SCR350-kitted RM250. In the first two rounds, Pederson won three out of four motos and currently leads the point standings.

Benjie Jackson, president of Florida Motosports Complex, Inc., has shed more light on the sale of **Ocala Motocross Park** in Ocala, Florida, that we reported on in our April 24 issue. "Ocala Motocross Park has gone out of business," said Jackson. "Laurie Perry, who was the owner of Ocala

You have the right to remain silent . . .

Cycle News reader Mark Henry happened to be on the scene with his camera to capture John Kocinski being arrested by a Monterey County Sheriff shortly after crashing out of the United States 500cc Grand Prix at Laguna Seca on April 21.

Kocinski, 23, was arrested and charged with reckless driving, fleeing an officer and resisting a public officer as he attempted to leave Laguna Seca International Raceway following his early-lap crash from the 500cc GP. The incident caused quite a stir in the international press room when rumors of the arrest were verified.

The 250cc World Champion is scheduled to appear in court in Monterey, California, on May 14, only one day after the Spanish Grand Prix on May 13.

Kocinski currently lies sixth in the 500cc World Championship with 28 points, but is still a factor in the title chase due to the new FIM rule that allows a rider to throw out his two lowest scores. Kocinski's Marlboro Roberts Yamaha teammate Wayne Rainey currently leads the point standings with 55 points, four more than Australian Michael Doohan. Kevin Schwantz lies third in the 500cc championship with 46 points.

Efforts made to save 500cc MX GPs

A campaign to save the World Championship 500cc MX Series, fronted by the English Federation and England's Trials & Motocross News newspaper, received a tremendous boost at the April 7 Dutch 250cc MX GP when FIM President Jos Vaasen was just one of many prominent figures to sign the petition organized by the English publication.

And at the opening 500cc GP in Payerne, Switzerland, a week later, FIM jury president Walter Angele of Germany indicated that the campaign could expect a further boost in the near future when representatives of the west European federations meet in Oslo, Norway.

Angele said, "It is becoming clear that the time is not yet ripe for the 500cc GP class to be abandoned, and the OMK (German Federation) is also concerned at attempts to restrict the 125cc GPs to riders under the age of 22 years."

In addition to the English, who condemned the CMS (the FIM body which governs motocross) proposals for the future of motocross within days of the FIM Spring Congress, the Benelux countries and Switzerland have also indicated their horror at the proposals.

CMS president Tage Magnusson remains stubbornly adamant that his proposals are necessary, but his support from the industry is crumbling.

Kawasaki U.K. boss Alec Wright said in Payerne, "My company is committed to making 500cc bikes for as long as a class exists, and I believe Honda are similiarly committed. We would not be against a proposal to combine the 250 and 500s into an Open class, but Yamaha and Suzuki are against that."

While Magnusson tried to support his plans to abandon the 500s with untrue statements — he claims that there were insufficient applications for GPs in the class even though countries made concrete offers while San Marino and Sweden withheld applications for tactical reasons — cracks are appearing in his coalition as previous allies are turning in the hope of rehabilitation amongst the caring motocross fraternity.

Magnusson's deputy Albert Hofhuis claimed that the Japanese industry was unanimous in wanting to end 500cc production, a statement now refuted by Wright, while tactical moves at the Geneva CMS meeting were made to deny the majority of commission members an opportunity to discuss the proposals at all. A pre-Congress meeting of the industry and CMS was turned into a farce when only Magnusson and vice-president Wolfgang Srb attended on behalf of the FIM after notification of the meeting and its significance failed to reach potential opponents of the plans, such as Albert Carter of England.

An extraordinary meeting of the CMS is expected in June.

Alex Hodgkinson

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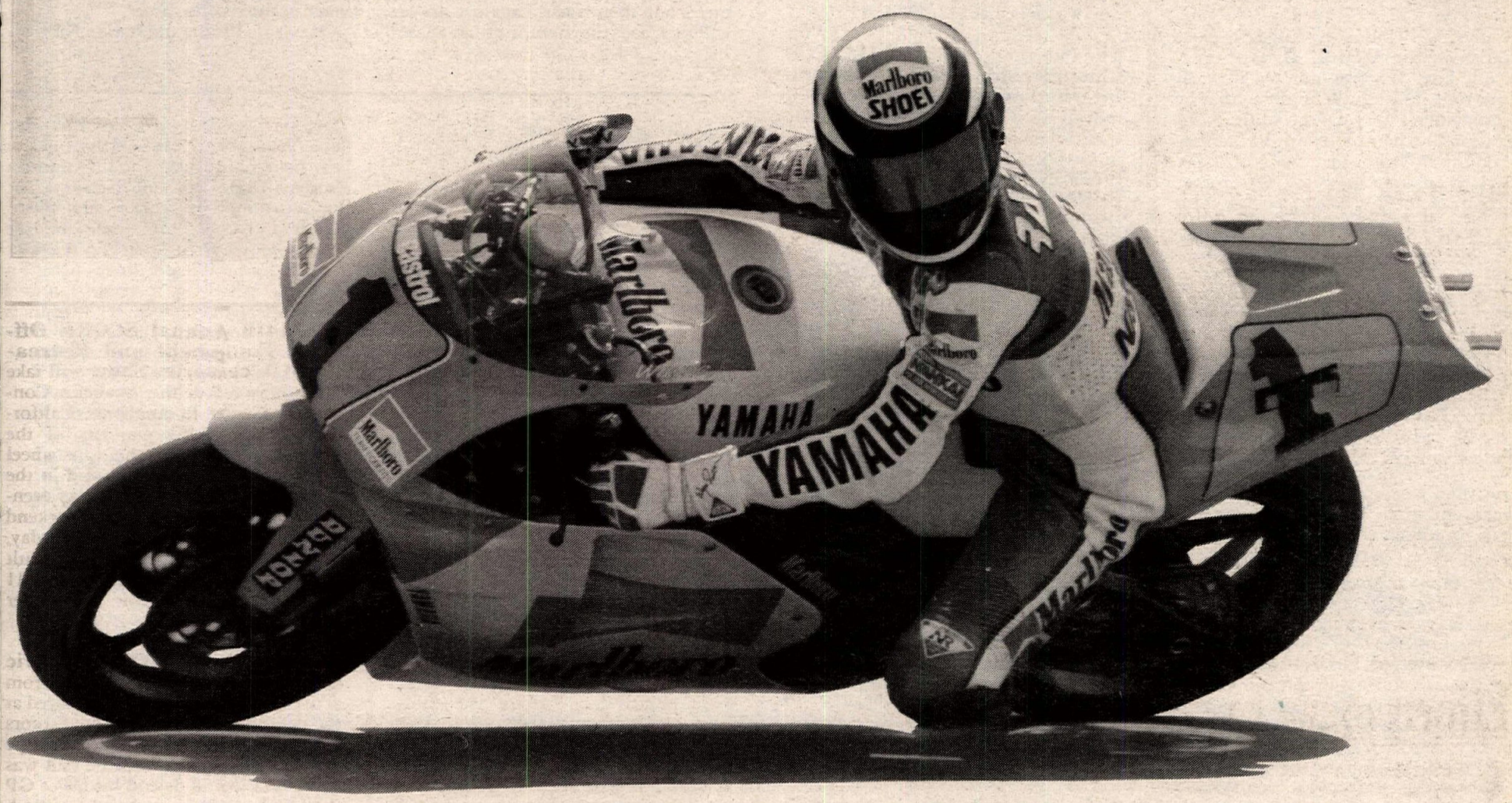

United States 500cc Grand Prix
Laguna Seca Raceway, Monterey, CA April 21, 1991

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IN THE WIND By Papa Wealey

Motorcross Park is in no way connected to Florida Motosports Complex, Inc. or its officers." Jackson said that Alvardo Goulart purchased the land and will also be a part of the new corporation that will operate the facility, serving as a vice president. He also said that many improvements to the facility are planned for Florida Motosports Complex. "We hope to upgrade motocross racing in Florida for the benefit of all serious motocross riders who need a racing and training facility of this kind," Jackson said.

EK Chain recently announced that it is offering a **free trip to Japan** to the Open class champion in the AMA Grand National Cross Country Series. For more information contact Kayo Motorsports at 908/526-9207.

Immediately following his sixth-place finish in the April 27 Dallas Supercross, **Guy Cooper** jumped in a car and rode through the night so that he could attend the final day of the AMA National Championship Reliability Enduro at Tulsa, Oklahoma. Cooper arrived in time to watch his brother Jimmy win the 250cc A class and brother Ralph finish second in the Over 25 class.

Motocrosser **Mike LaRocco** carries an extra number six on his factory Suzuki — on the bottom of the rear fender. We figured it was so that the scorers could read the number when he's flying high with the bike laid over, or at least so that we wouldn't get him mixed up with someone else in a radical photo shot from below. But it turns out LaRocco is superstitious, and after encountering bad luck with wrist and ankle injuries this year, the extra number was added so that he wouldn't be carrying three sixes — the Biblical sign for the devil — on his bike.

At total of **24 riders have pledged not to attend** the Canadian round of the World Championship Superbike Series scheduled for June 2 at Mosport because of safety reasons. The riders made their decision at a meeting on Friday, April 26 and then reaffirmed it when they met with FIM road racing commission boss Jo Zegwaard the following day. Zegwaard told the riders that he accepted their decision and that if they felt this strongly on the matter that they were right not to go to Mosport. Zegwaard, however, said the race could not be cancelled although Superbike Racing Association chairman Jean Mertens is continuing to push the issue. The meeting with Zegwaard was marred by a clash with Raymond Roche, the FIM man telling the World Champion to stop interrupting while he was talking to Stephane Mertens. Roche left the meeting immediately, letting Zegwaard know what he thought of him on the way out the door. The riders have received the support of the Flammini Group and of Diesel Jeans, the series sponsor.

It now appears that road racer **Mike Baldwin** will ride a Yamaha TZ250 in the remaining AMA 250cc Grand Prix Championship races in 1991. Although he has yet to sign a contract, Baldwin will likely be sponsored by Earth Reference Systems, a Long Beach, California-based oil exploration company, according to team manager Morris Murray. Murray is also looking for another experienced road race mechanic for the team; he can be reached at 213/493-3546.

The 13th running of the **AMA/CCS Championship Finale at Daytona International Speedway** has been moved to October 18-20 from its traditional date on the last weekend in October. The date move was made primarily to beat the time change to Eastern Standard Time from Eastern Daylight Time which occurs on the final Sunday in October.

The Washington Motorcycle Road Racing Association (WMRRA) will hold its annual **Six-Hour Endurance Race** at Seattle International Raceway in Kent, Washington, on May 11. The endurance race, which has been run annually since the mid-'70s, will serve as a benefit for the March of Dimes. The next day, May 12, a full program of sprint races will be run.

Stop the presses! Thanks to Larry Hughes we've finally found something that verifies that rapper Vanilla Ice really did take part in motocross races. **Vanilla Ice**, then known as Robby Van Winkle, rode a Yamaha to a seventh place finish in the 125cc Intermediate class in the 1984 GNC Texas Motocross Series. Keith Foytik was the class winner, Brent Carrizales was second and Trampas Parker, who would go on to win the 125cc World Championship in 1989, was third.

A rumor that CMC's Stu Peters had re-opened southern California's **Saddleback Park** surfaced as a result of an item that appeared in the program for the opening speedway race at Glen Helen OHV Park. The item, which mentioned long-closed Saddleback Park, referred to open riding practice days at Glen Helen, not Saddleback Park. Peters, who at first wasn't aware of how the rumor got started, said, "We've gotten about 100 calls this past week about Saddleback." Once Papa told him where the rumor got started, Peters said, "It (the item) was worded poorly."

Start checking your local cable TV listings for the **Prime Network** affiliate in your area. WERA's F-USA road race series has already started airing in most areas, and the second round of the series from Willow Springs International Raceway in southern California will begin airing this week.

Reminder: CBS-TV's coverage of the **Laguna Seca U.S. 500cc GP** will air on Saturday, May 4. Check your local listings.

PROMOTED: Kerry Bryant, to the position of director of marketing and sales for SuperTrapp and Kerker motorcycle, personal watercraft, automotive and marine products. Bryant was formally responsible for the motorcycle and personal watercraft divisions only. He replaces former automotive and marine marketing director Mark Liebert who is no longer with the company.

CORRECTION: According to road racer Mike Smith, his Yoshimura Suzuki's tires did not lose air pressure in the April 14 WERA F-USA race at Willow Springs. "I just cooked the tires early in the race," Smith said. The Georgian finished fourth after leading the race early.

STOLEN: A 1989 Kawasaki ZX-7 Ninja from the Doubletree Inn parking garage in Monterey, California, over the Laguna Seca U.S. GP weekend. The bike belonged to Fairfield Kawsaki of Fairfield, California. The VIN number is JKAZXDH12KA003268 and the engine number is 0029006. The bike is green and had 19,700 miles on the odometer. Distinguishing features on the Kawasaki sport bike include a blue Zero Gravity Screen, Young's custom seat and tank cover, inlet ducts over the fuel tank painted powder-coated blue, and a personalized license tag that reads, LEAN OVR. If you have any information on the whereabouts of the bike, call Dan at 707/429-1913.

CORRECTION: The correct phone number for L&M Racing Supply of Chesnee, South Carolina, is 803/578-5240.

MOVED: Fox Racing Shox to 3641 Charter Park Dr., San Jose, CA 95136, 408/269-9200.

FORMED: The Motor Sports Company of Wisconsin, Inc., by David J. Kircher. The Brookfield, Wisconsin-based firm will promote races in Wisconsin, starting with the July 7 National 600 Classic Half Mile, a round of the AMA 600 National Championship Dirt Track Series, at Hales Corners Speedway in Franklin. The firm also intends to promote car and kart races. Kircher's experience in motorsports includes 23 years as an SCCA official.

TERMINATED: Wayne Cornelius, as vice president of Torsten Hallman Original Racing (THOR). Before working for THOR, Cornelius was the vice president of product development at Malcolm Smith Racing Products. He can be reached at 619/723-7459.

Polen perfect in Spain

Texan Doug Polen (right) won both legs of the Spanish round of the World Championship Superbike Series in Jarama, Spain, on April 28 and now leads the championship point standings by 15 points.

Polen qualified his Fast By Ferracci Ducati on the pole, and shattered the lap record en route to winning both races. The field for the first leg was decimated by a 12-rider crash in the first corner that eliminated many, including World Champion Raymond Roche and Belgian Stephane Mertens. Second place in the first race went to Australian Rob Phillis (Kaw) with Spaniard Juan Lopez Mella (Hon) finishing third.

In the second leg, Polen topped Mertens (Duc) and Roche (Duc) to take the win. Californian Fred Merkel (Hon) suffered a broken bone in his hand during the first-leg, first-lap melee and then crashed again with Terry Rymer in the second race.

Polen leads the championship chase by 15 points from Phillis and Italian Fabrizio Pirovano, 60-45.

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ON THE FRONT PAGE:

Yamaha's Damon Bradshaw scored his third Camel Supercross win of the year at the Dallas Supercross in Texas Stadium. Check out page 6 for race coverage. Photo by Nate Rauba.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

Green Sticker bill author says . . .

Last week you ran a letter which suggested that the original article you ran in *Cycle News* was in some way factually inaccurate. As one who was present during the presentation of the bill, let me assure that the original version of the hearing as it appeared in the *Cycle News* article was accurate.

First, the article did not state that (Lee) Chauvet testified that the bills should be dropped, it stated that he tried to get me to drop the bills. He did this in my office in a meeting with a member of my staff and Bob Ham, the lobbyist for the Off-Road Vehicle Legislative Coalition.

Next, the letter disputes the earlier *Cycle News* contention that Chauvet presented testimony against the bill in Committee. According to Mr. Ken Cater's letter, Chauvet only testified that the Department has no "official" position. This is true, however, if Mr Cater was present when the bill was presented, he would have heard the Committee Chairman ask Mr. Chauvet to repeat the concerns he expressed previously to the committee staff. At this point, Chauvet proceeded to testify that he had two concerns with the bills. The issues he raised questioned the need for the bill. We countered his testimony with a rebuttal which the Committee apparently found more credible because they proceeded to cast a unanimous vote to support the measure.

If Mr. Chauvet is indeed supportive of the bill package as the letter suggests, I would welcome that support. However, if he insists on saying he is neutral and then follows up with testimony designed to have the bill defeated, he should not complain when a publication such as *Cycle News* accurately reports this information to its readers.

I wish to thank *Cycle News* for all of its kind support of my many bills over the years to make the off-road program in California a model for the rest of the nation, and for your readers' support of my campaign.

Doris Allen
Assemblywoman, 71st District
Sacramento, CA

Assemblywoman Allen is the author of two bills, AB252 and 253, which would require the state of California to repay the $21.5 million which was "borrowed" from the Off-Highway Vehicle Fund (Green Sticker Fund). Lee Chauvet is the deputy director of the Off-Highway Division of the California Department of Parks and Recreation. The Cycle News *article Assemblywoman Allen refers to appeared in our March 20 issue; Mr. Cater's letter appeared in our May 1 issue . . . Editor.*

Back in the U.S.A.

I'm writing to send my thanks to the motorcyclists and people in the motorcycle industry who supported me and my fellow soldiers during our tour in the Persian Gulf.

First of all, I would like to thank my family, my parents Lee and Shelly Chapin, and my friends who kept me going the whole seven months I was there.

I'd also like to thank one of the *Cycle News* staff members, Terry Pratt. He sent me issues of *Cycle News* and a pair of Oakley goggles that I gave to a friend who didn't have any. I don't think he took them off of his helmet the whole time he had them. He even went into Iraq with them on! Terry also wrote me a few letters to keep me informed on what was going on in the States while I was over there.

I would also like to extend my thanks to John and Rita Gregory of JT Racing for outfitting my tank platoon with new sets of goggles. They definitely came in handy, especially during the many sand storms we encountered while in the desert.

I've just returned to the States and it really feels great to be back. I can't wait to start riding again. I hope I will be able to thank these people personally when I get back to California. From myself and others who served in the Gulf War, thanks again for all of your support.

Spec. Rob Chapin
1st Calvalry Div.
Ft. Hood, TX

Rob's father, Lee Chapin, is the assistant vice president, aftermarket sales, at Mikuni USA . . . Editor.

Road racing's future?

Try this idea on for size: Ignore the FIM, make Kenny Roberts king of a new world road racing series, give Bernie Ecclestone exclusive television rights, sign contracts with promoters who can guarantee reasonably safe race circuits, hold Yamaha to their word on producing inexpensive yet competitive V-4 motors, and agree to allow twins, triples and fours to compete against each other. Weight limitations among the different engine configurations will make for better racing and not suppress technology. Also, place the U.S. GP on a rotating basis between Laguna Seca and Road Atlanta (I can dream).

Tony Parsons
Jacksonville, FL

P.S. I'm in the phone book if they need help (other than financial).

Always a legend

Re John Krell's "Say it ain't so, Jay" letter in the April 10 issue: What right do you think you have to put down a Grand National Champion, Mr. Krell? I have grown up around motorcycles; my father was Grand National Champion in 1967 and 1968. I happened to be at Daytona and heard the story from Jay. For one, when you rent a bike you expect it to be the type you asked for. Two, racers are not responsible for the bike and how it works; their job is to race it the best they can. If they want to check the bike out they can. When you said, "How can he even think of appealing this?" you obviously had no idea that he was innocent. His bike was protested in the beginning of the race and from what I viewed Jay wasn't racing like he usually does — the bike was too slow on the banks!

Springer will always be a legend. You are just too ignorant to understand.

Kary Nixon
Phoenix, MD

Ms. Nixon, 16, is the daughter of former Grand National Champion Gary Nixon . . . Editor.

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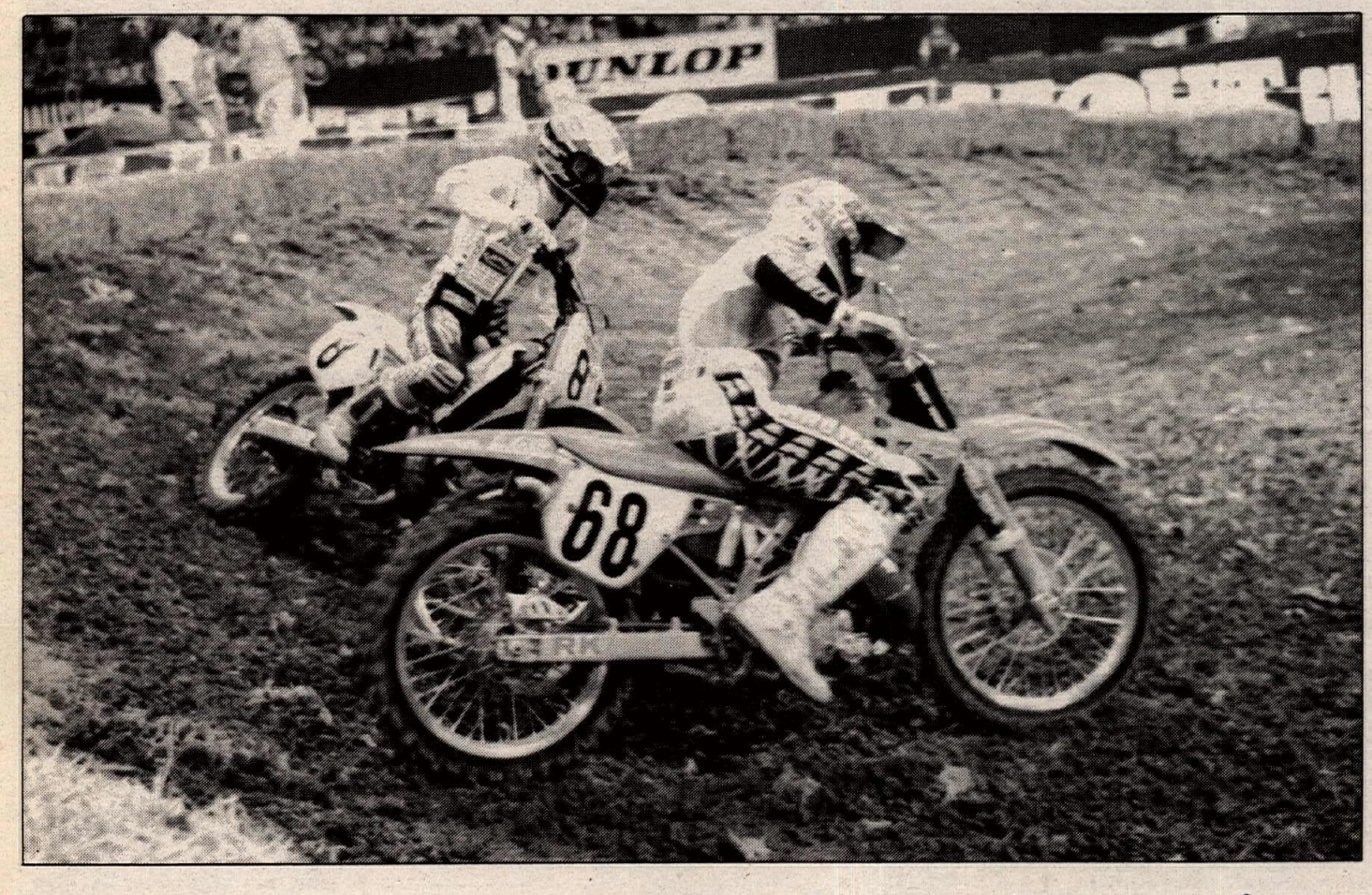
SUPERCROSS AMA Camel Supercross Series: Round 13

Damon Bradshaw (11) led the pack at the start of the main, then battled with Jeff Ward (3) before he claimed the win.

Jean-Michel Bayle (8) fell on lap one then cautiously worked his way up to finish seventh. Here he chases Dennis Hawthorne.



Bradshaw rounds up Dallas win

By Nate Rauba

IRVING, TX, APR. 27

Damon Bradshaw has no respect for his elders. At least not on the race track.

The 18-year-old from Mooresville, North Carolina, proved that when he out rode the wily veteran Jeff Ward to claim the win in the Coors Light Challenge main event before 36,792 spectators in Texas Stadium. Ward, still looking for his first victory of the season, finished second ahead of Kawasaki teammate Mike Kiedrowski.

Yamaha's Bradshaw, the youngest rider on the circuit, led from the start and battled back and forth with the oldest rider on the circuit, 29-year-old Ward. Bradshaw and two-time Supercross Champion Ward exchanged the lead several times in the second half of the 20-lap race, but the daring teenager used a step-up jump to gain the momentum he needed to take the lead for good on the 16th lap. He then completed the final circuits around the difficult and slippery track — built on the Dallas Cowboys' football field — aboard his Brian Lunniss-tuned Yamaha YZ250 to score his third Camel Supercross victory of the season.

"I really had to work my ass off to win tonight," Bradshaw said as he prepared to celebrate in the winner's circle. He later added, "It was a tough race, one of the toughest all year."

The win moved Bradshaw up one position in the series point standings as he overtook defending Camel Supercross Champion Jeff Stanton, who finished fifth after a fall in his first race back since he separated his shoulder three weeks ago in Pontiac, Michigan, for third. Frenchman Jean-Michel Bayle, who managed to finish seventh after recovering from two crashes on the first lap, still holds a commanding lead in the series.

Kiedrowski trails Bayle in the point standings, 193-118. Bradshaw is two points behind Kiedrowski with Stanton another five points behind Bradshaw.

Just as Bayle enjoys a healthy lead in the 250cc class, Peak Antifreeze/Pro Circuit Honda-backed Jeremy McGrath padded his advantage atop the 125cc Western Regional Supercross Series with his victory in the combined 125cc Eastern/Western Regional main event. However, the 19-year-old from Sun City, California, did it the hard way.

After crashing out of the first heat, McGrath had to qualify for the 15-lap main via a last chance qualifier, which he won. Then, after trailing Yamaha's Jeff Emig for two-thirds of the main, McGrath shot into the lead and kept his Skip Norfolk-tuned Honda CR125 ahead to score his fourth win of the year and his first victory in an East/West combined race.

Emig finished second, well ahead of another Peak rider, Jeromy Buehl, who fought off a late-race challenge by Suzuki's Tallon Vohland. Eastern Regional Series leader Brian Swink finished fifth to remain atop the East standings with a 13-point lead over Buehl.

McGrath's Western Regional lead stands at 49 points, helped in part by the absence of his teammate Steve Lamson. Lamson sprained his ankle on press day two days before the event and was unable to compete, but he still hung on to second in the standings where he trails McGrath, 142-93. Emig closed in though and lies third, seven points behind Lamson.

Not only did the win give McGrath a healthy points lead, he also earned $2000 in purse money and the $5000 Honda contingency for winning a 125cc main event. Bradshaw's earnings from the $45,000 purse were $5000, and he just missed out on an extra $1000 in the Coors Light Showdown, which is an award given to the rider who wins the fastest heat and the main event.

Bradshaw looked to be on his way to winning the second and fastest of the two eight-lap 250cc heat races. But Bayle, who stayed close behind Bradshaw from the start, saw an opening in the last turn when Bradshaw was momemtarily held up by a lapped rider on the final lap. Bayle shot through to score the win with Bradshaw a close second.

KTM's Mike Fisher and Ward battled for third during much of the heat with Fisher pulling away slightly at the end to claim the position at the finish. Ward finished fourth, the last transfer position to the main, while Suzuki's Mike LaRocco passed Tuf Racing's Ron Tichenor near the end to finish fifth, which was good for the best pick on the gate in one of the two semis.

Stanton had already proved his slightly-tender shoulder wouldn't hinder his performance as he had stolen the holeshot in the first heat. Matiasevich, however, passed him in the second turn. From then on Stanton and Kiedrowski stayed right on Matiasevich's tail, but neither could advance and Matiasevich claimed the win over Stanton with Kiedrowski a close third.

Dennis Hawthorne, the local favor-

ite from Lewisville, Texas, had assumed fourth after Suzuki's Guy Cooper crashed on the third lap. Suzuki's Denny Stephenson fought his way past Hawthorne to finish a distant fourth with Hawthorne, who held off the attacks of Suzuki's Larry Ward, finishing fifth in Stephenson's shadow.

Cooper rebounded from his crash and passed Yamaha's Doug Dubach, who was riding with lingering knee and neck injuries suffered at the San Diego and St. Petersburg Supercrosses, for the lead halfway through the first six-lap semi. Cooper stayed ahead to claim the win as Dubach dropped back to finish second. Southern Californian Chris Young held third to the finish as Hawthorne and Aloe Up/FMF-backed Ray Sommo maintained their fourth and fifth positions to the end of the race for the other transfers to the main.

Tichenor jumped into the lead of semi two and was untouched as he rode to the win. LaRocco moved into second by lap two and stayed there to finish the runner-up to Tichenor. KTM's Keith Johnson passed Shaun Kalos at the halfway point to finish third. Kalos, who has returned to the U.S. after spending last year contesting the World Championship 250cc MX Series, finished fourth, while Fred Andrews survived a wild battle with Mike Stahlman and Todd DeHoop to claim the fifth and final transfer position at the finish.

Larry Ward easily won the six-lap Last Chance Qualifier after leading from start to finish. Rich Taylor rode the entire race in second, finishing several seconds behind Ward to earn the final transfer to the main.

As the 20 riders crowded through the first turn at the start of the main, Bradshaw emerged at the head of the pack. Matiasevich was close behind trailed by Jeff Ward, Stanton and Kiedrowski. Stanton passed Ward for third on the first lap, while Fisher charged up to fifth. Bayle was at the back of the pack.

"Somebody hit me in the second turn and I went down," said Bayle, who got a poor jump off the gate. "I fell again and thought I had a flat tire."

By lap two Bradshaw, Matiasevich and Stanton were running in a tight pack and had left Ward several bike lengths behind. But halfway through the lap Stanton lost his front end in a turn and fell. He was quickly underway in eighth behind Taylor and sixth-place Tichenor. Bradshaw still led with Matiasevich glued to his fender, while third-place Ward kept them in sight with Kiedrowski close behind and Fisher right on Kiedrowski's tail.

Just as Matiasevich began to attack Bradshaw for the lead, he spun out and fell at the end of the sixth lap. Ward, Kiedrowski and Fisher quickly shot by as Matiasevich was able to remount in fifth, just ahead of Tichenor and Stanton.

With Matiasevich gone, Bradshaw enjoyed a three-second lead on Ward and over the next several laps the race began to look like a runaway. Fisher dogged third-place Kiedrowski for a short time before dropping back slightly to a safe fourth.

"I made a few mistakes," said Fisher. "Once I lost Kiedrowski I went really slow for a couple of laps. I just kept an eye on Matiasevich and Stanton behind me. I knew I was pulling about a second a lap on them, so I was comfortable."

For several laps just past the halfway point Matiasevich and Stanton gave everyone something to watch. Stanton kept trying to force his way past, but each time Matiasevich answered his challenges with the two nearly touching wheels many times.

"I couldn't get by and that slowed me up," said Stanton. "I wanted to make a clean pass, but he was riding dirty."

"I was just trying to keep my position," Matiasevich retorted. "We were having a good race and it got close a lot. I thought it was fun."

Things were getting close up front as well. Kiedrowski had moved in on Ward, which pushed him up to Bradshaw. At the end of the 13th lap Ward flew into the lead as they crested the finish line jump.

"He caught me off guard," said Bradshaw. "I think he thought I was done after that."

But Bradshaw was far from done. After dropping back slightly for what he called "a little siesta," Bradshaw came back two laps later. Ward put up a fight, but Bradshaw got him for good over the step-up, a plateau with another jump on top of it that was preceded by a smaller jump. Bradshaw was one of the few to leap to the top jump, while Ward landed on the plateuau.

"I wasn't doing it and he was," said Ward. "I hadn't done it in practice and he did it in the heat, so he knew what to do. There was no reason to try it and go down." A similar jump had taken Ward down while he was battling Bradshaw for second at the season opener in Orlando.

After the final pass, Bradshaw wicked it up and flew to his third victory of the season. Ward crossed the line second, about three seconds behind and with Kiedrowski on his tail.

"I was trying to get to the front," said Kiedrowski, "but I didn't want to slide out and do something stupid."

Fisher finished a distant fourth and for the second time this season came one position away from making his goal of reaching the podium. Stanton finally passed Matiasevich on lap 17 to finish fifth, way behind Fisher. Cooper battled his way to sixth at the finish, just ahead of Bayle who had cautiously picked his way through the pack. After being passed by Stanton, Matiasevich dropped back to finish eighth. Tichenor crossed the finish line ninth and LaRocco completed the top 10.

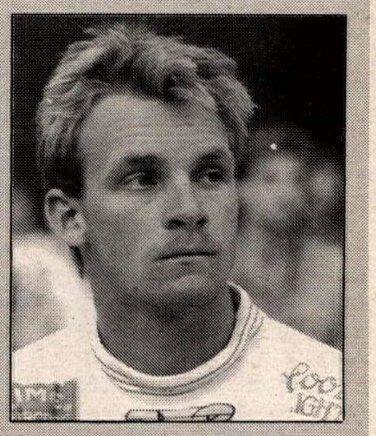
125 Main

At the start of the 125cc main,

Jeff Emig (18) led the majority of the 125cc main, but Jeremy McGrath (125) passed him and sped away to claim the win.

Jeff Matiasevich (7) and Jeff Stanton (1) both fell in separate incidents early in the main. They battled over fifth for several laps before Stanton prevailed.

Bradshaw back on track



Watch out Jean-Michel Bayle and Jeff Stanton, here comes Damon Bradshaw.

After getting off to a slow start this season, the teenager has turned things around and has now won two of the last three supercross events. His first win came in Atlanta, and he's the only rider that's broken the Honda teammates' domination of the Camel Supercross Series.

Bradshaw, who tied Bayle for the most supercross wins last season, credits the turnaround to a change in his mental attitude.

"I started out this year doing some things other people's ways," said Bradshaw. "Everybody was throwing in a little advice and I was trying to take it all in, incorporate a little here and there."

The little become too much.

"I had to back track. I know what worked for Damon last year, so I went back to working that way."

He'd been away from home for six weeks straight, away from doing other things he enjoys to ease the pressure of racing. He needed to return home, spend less time practicing and take the time to do those other things.

"I'd beat myself into the ground riding during the week," Bradshaw said. "I'd come to the races beat."

Now he's doing the beating.

"Before I felt I could win, but I didn't have the drive. I got out there and was in slow motion, I wasn't charging like I normally do. I told them (Yamaha) we were going in the wrong direction and had to do something different."

It's obviously worked.

"I've got the mental attitude back that I can win any weekend. It's just a matter of things going my way."

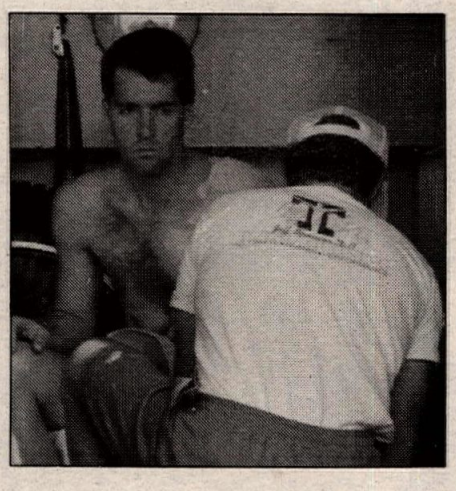
SUPERCROSS AMA Camel Supercross Series: Round 13

Mike Kiedrowski (4) fought off an early challenge by Mike Fisher (14). Kiedrowski went on to finish third while Fisher took the checkered flag in fourth place.

Third-place Jeromy Buehl (left) and runner-up Emig (right) look on as 125cc main event winner McGrath shoots a stream of champagne at the photographers.

Bradshaw was one happy teenager after he won the 250cc main.

Stanton's shoulder was taped by trainer Jeff Spencer prior to the event.



second-heat winner Jeff Emig charged into the lead and quickly pulled away. First-heat winner Jimmy Gaddis was way down in the pack and eventually finished 12th. McGrath started fifth but was soon past Jason Langford, Tyson Vohland and Buddy Antunez. Several seconds separated him from Emig.

Antunez ran into trouble which brought Tyson Vohland down with him, and that moved Jeromy Buehl, who was riding with an injured knee and just made it into the main with a ninth-place finish in the second heat, into third.

McGrath began to reel in Emig and at the halfway point was right on his tail. On lap 10 McGrath snatched the lead and rode away to a commanding win.

"I inched up on him (Emig) then took my time passing him so I wouldn't fall," said McGrath. "Then I tried not to make any mistakes and hung for the win."

"I rode too relaxed in the middle of the race," said Emig, who crossed the finish line second, a few seconds behind McGrath.

Tallon Vohland had charged through the pack after getting off to a poor start and was on third-place Buehl's tail late in the race. Buehl withstood Tallon Vohland's charge to claim third, while Eastern Regional points leader Brian Swink cruised to a fifth-place finish behind Vohland.

"I was nursing my swollen knee and I'm happy just to have reached the winner's circle," said London, Ohio's Buehl, who won the past two Eastern Regional main events. "I was just trying to have fun and do the best I could."

"I worked up to Buehl and paced him," said Tallon Vohland. "I was planning to make my move in the sandy whoops sometime in the last three laps, but when I was ready to do it there was a lapper in my line. Buehl heard where I was going, and after that he went down the middle of the track so I couldn't get by." CN

Results

125 QUAL 1: 1. Mike Brown (Hon); 2. Buddy Antunez (Suz); 3. Jason Edwards (Kaw); 4. James Eickel (Yam); 5. Cliff Palmer (Suz); 6. Eric McLear (Yam); 7. Jeff Glass (Hon); 8. Ray Crumb (Kaw); 9. Jason Krempin (Hon); 10. Bryan Emig (Yam); 11. Joel Albrecht (Yam); 12. Terry Osborn (Suz); 13. Hank Moree (Hon); 14. Butch Smith (Suz); 15. Mark Morris (Hon); 16. Leslie Brandenburg (Yam); 17. Kyle Thibodeaux (Suz); 18. David Owens (Yam); 19. Jimmy Wood (Suz); 20. Brian Shrout (Suz).

125 QUAL 2: 1. Ryan Hughes (Kaw); 2. Grayson Goodman (Suz); 3. Jeff Emig (Yam); 4. Jason Langford (Yam); 5. Chris Young (Suz); 6. Jimmy Button (Yam); 7. Jason Young (Hon); 8. Tim Hodes (Suz); 9. David Beckington (Suz); 10. Travis Hodges (Hon); 11. Stanley Chomer (Hon); 12. Whisper'n Smith (Hon); 13. J.D. Black (Kaw); 14. Ryan Dean (Suz); 15. Jamey Mooney Kaw); 16. Mike Johnson (Kaw); 17. Chad Montero (Hon); 18. Jeremy Middaugh (Kaw); 19. Gene Swain (Suz).

125 CONSI: 1. Butch Smith; 2. David Owens; 3. Jeremy Middaugh; 4. Hank Moree; 5. J.D. Black; 6. Gene Swain; 7. Ryan Dean; 8. Leslie Brandenburg; 9. Brian Shrout; 10. David Owens; 11. Mark Morris; 12. Mike Johnson; 13. Jamey Mooney; 14. Kyle Thibodeaux; 15. Jimmy Wood.

125 HEAT 1: 1. Jimmy Gaddis (Suz); 2. Ryan Hughes; 3. Buddy Antunez; 4. Mike Brown; 5. Hank Moree; 6. Cliff Palmer; 7. James Eickel; 8. Jeff Glass; 9. Tyson Vohland (Kaw); 10. Eric McLear; 11. Jason Edwards; 12. Bryan Emig; 13. Terry Osborn; 14. Joel Albrecht; 15. Chad Montero; 16. Jason Krempin; 17. Gene Swain; 18. Ray Crumb; 19. Jeremy McGrath (Hon).
Time: 5 minutes, 45.66 seconds

125 HEAT 2: 1. Jeff Emig; 2. Grayson Goodman; 3. Tallon Vohland (Suz); 4. Jimmy Button; 5. Doug Henry; 6. Brian Swink (Hon); 7. Jason Langford; 8. Barry Carsten; 9. Jeromy Buehl (Hon); 10. David Beckington; 11. Butch Smith; 12. Jeremy Middaugh; 13. Jason Young; 14. Stanley Chomer; 15. Tim Hodes; 16. J.D. Black; 17. Whisper'n Smith; 18. Ryan Dean; 19. Chris Young; 20. Travis Hodges.
Time: 5:42.74

125 LCQ: 1. Jeremy McGrath; 2. Travis Hodges; 3. Tim Hodes; 4. Eric McLear; 5. Joel Albrecht; 6. Butch Smith; 7. David Beckington; 8. Jason Edwards; 9. Bryan Emig; 10. Gene Swain; 11. Jason Krempin; 12. Terry Osborn; 13. Jeremy Middaugh; 14. Jeff Black; 15. Stanley Chomer; 16. Whisper'n Smith; 17. Jason Young; 18. Chris Young; 19. Chad Montero; 20. Ray Crumb; 21. Ryan Dean.
Time: 3:52.16

125 MAIN: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Jeromy Buehl (Hon); 4. Tallon Vohland (Suz); 5. Brian Swink (Hon); 6. Ryan Hughes (Kaw); 7. Grayson Goodman (Suz); 8. Jimmy Button (Yam); 9. Barry Carsten (Suz); 10. Doug Henry (Yam); 11. Jason Langford (Yam); 12. Jimmy Gaddis (Suz); 13. Mike Brown (Hon); 14. Eric McLear (Yam); 15. Hank Moree (Hon); 16. Tim Hodes (Suz); 17. James Eickel (Yam); 18. Buddy Antunez (Suz); 19. Tyson Vohland (Kaw); 20. Cliff Palmer (Suz); 21. Travis Hodges (Hon); 22. Jeff Glass (Hon).
Time: 14:13.81

125 EASTERN REGIONAL POINT STANDINGS: 1. Brian Swink (190); 2. Jeromy Buehl (177); 3. Tallon Vohland (155); 4. Doug Henry (143); 5. Barry Carsten (120); 6. Mike Brown (115); 7. Ryan Hughes (114); 8. Grayson Goodman (81); 9. Eric McLear (69); 10. Cliff Palmer (67).

125 WESTERN REGIONAL POINT STANDINGS: 1. Jeremy McGrath (142); 2. Steve Lamson (93); 3. Jeff Emig (86); 4. Michael Craig (80); 5. Jimmy Gaddis (75); 6. Tyson Vohland (67); 7. Phil Lawrence (62); 8. Ray Crumb (51); 9. Lance Smail (37); 10. Chad Pederson (37).

250 QUAL 1: 1. Dennis Hawthorne (Kaw); 2. Shaun Kalos (Kaw); 3. Rich Taylor (Suz); 4. Dean Matson (Suz); 5. Fred Andrews (Suz); 6. Ty Davis (Hon); 7. Clay Hoenshell (Suz); 8. Jeff Glass (Hon); 9. Terry Osborn (Suz); 10. Ryan Dean (Suz); 11. James Kirkland (Suz); 12. Rudy Heathcott (Suz); 13. Joe Benyak (Suz).

250 QUAL 2: 1. Chris Young (Suz); 2. Cliff Palmer (Suz); 3. Kerry Mulligan (Suz); 4. Terry Tinney (Kaw); 5. Jason Young (Hon); 6. David Owens (Yam); 7. Travis Hodges (Hon); 8. Stanley Chomer (Hon); 9. Gene Swain (Suz); 10. Jonathon Grant (Kaw); 11. Roger Camp (Suz); 12. Roger Ewing (Kaw).

250 CONSI: 1. Mike Stahlman; 2. James Kirkland; 3. Rudy Heathcott; 4. Ryan Dean; 5. Joe Benyak; 6. Trey McCarty; 7. Jonathon Grant; 8. Roger Camp; 9. Roger Ewing.

250 HEAT 1: 1. Jeff Matiasevich (Kaw); 2. Jeff Stanton (Hon); 3. Mike Kiedrowski (Kaw); 4. Denny Stephenson (Suz); 5. Dennis Hawthorne; 6. Larry Ward (Suz); 7. Ray Sommo (Suz); 8. Terry Tinney; 9. Cliff Palmer; 10. Travis Hodges; 11. David Owens; 12. James Kirkland; 13. Guy Cooper (Suz); 14. Jason Young; 15. Kerry Mulligan; 16. Chris Young; 17. Doug Dubach (Yam); 18. Stanley Chomer; 19. Ryan Dean; 20. Gene Swain.
Time: 7:23.08

250 HEAT 2: 1. Jean-Michel Bayle (Hon); 2. Damon Bradshaw (Yam); 3. Mike Fisher (KTM); 4. Jeff Ward (Kaw); 5. Mike LaRocco (Suz); 6. Ron Tichenor (Suz); 7. Ty Davis; 8. Shaun Kalos; 9. Keith Johnson (KTM); 10. Keith Bowen (Suz); 11. Todd DeHoop (Suz); 12. Mike Stahlman; 13. Fred Andrews (Suz); 14. Clay Hoenshell; 15. Dean Matson; 16. Rich Taylor; 17. Jeff Glass; 18. Joe Benyak; 19. Rudy Heathcott; 20. Terry Osborn.
Time: 7:19.64

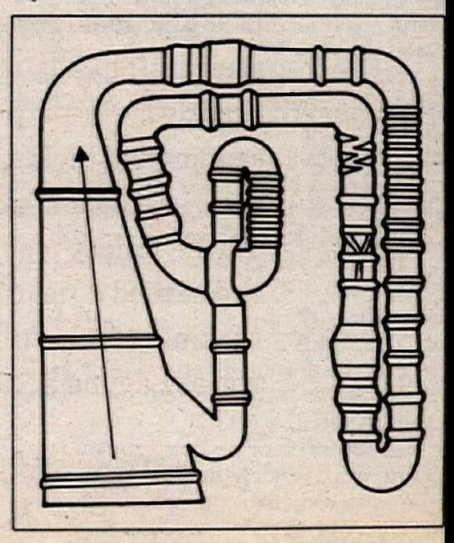
250 SEMI 1: 1. Guy Cooper; 2. Doug Dubach; 3. Chris Young; 4. Dennis Hawthorne; 5. Ray Sommo; 6. Larry Ward; 7. Jason Young; 8. Cliff Palmer; 9. Ryan Dean; 10. Terry Tinney; 11. James Kirkland; 12. David Owens; 13. Travis Hodges; 14. Kerry Mulligan; 15. Stanley Chomer; 16; Gene Swain.
Time: 5:40.81

250 SEMI 2: 1. Ron Tichenor; 2. Mike LaRocco; 3. Keith Johnson; 4. Shaun Kalos; 5. Fred Andrews; 6. Todd DeHoop; 7. Mike Stahlman; 8. Keith Bowen; 9. Rich Taylor; 10. Ty Davis; 11. Clay Hoenshell; 12. Dean Matson; 13. Rudy Heathcott; 14. Joe Benyak; 15. Jeff Glass; 16. Terry Osborn.
Time: 5:36.64

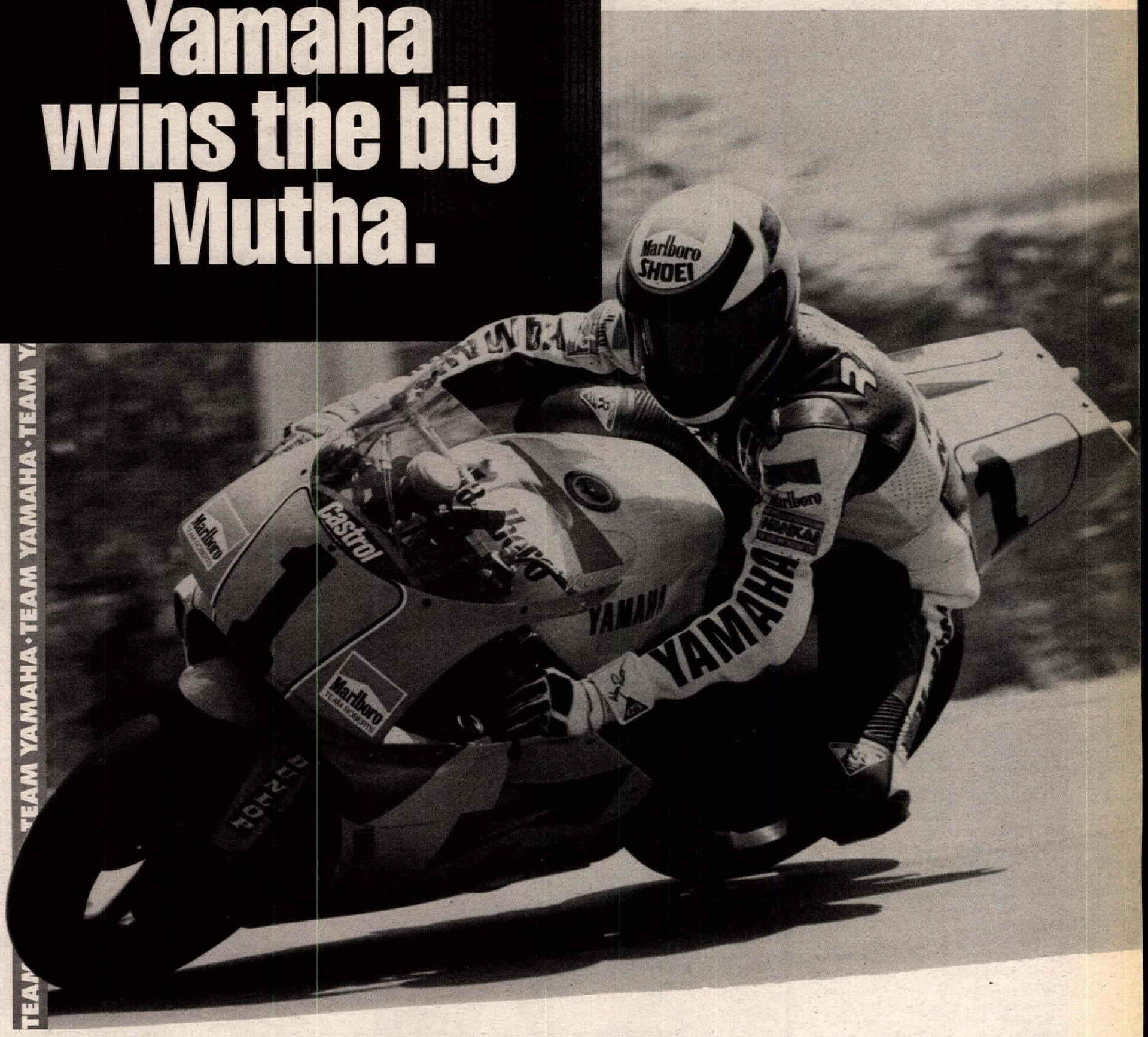
250 LCQ: 1. Larry Ward; 2. Rich Taylor; 3. Ty Davis; 4. Keith Bowen; 5. Todd DeHoop; 6. Kerry Mulligan; 7. Dean Matson; 8. Travis Hodges; 9. Terry Tinney; 10. Cliff Palmer; 11. David Owens; 12. Jeff Glass; 13. Jason Young; 14. Ryan Dean; 15. Stanley Chomer; 16. Clay Hoenshell; 17. James Kirkland; 18. Joe Benyak; 19. Mike Stahlman; 20. Rudy Heathcott; 21. Terry Osborn.
Time: 5:44.88

250 MAIN: 1. Damon Bradshaw (Yam); 2. Jeff Ward (Kaw); 3. Mike Kiedrowski (Kaw); 4. Mike Fisher (KTM); 5. Jeff Stanton (Hon); 6. Guy Cooper (Suz); 7. Jean-Michel Bayle (Hon); 8. Jeff Matiasevich (Kaw); 9. Ron Tichenor (Suz); 10. Mike LaRocco (Suz); 11. Doug Dubach (Yam); 12. Larry Ward (Suz); 13. Shaun Kalos (Kaw); 14. Denny Stephenson (Suz); 15. Fred Andrews (Suz); 16. Dennis Hawthorne (Kaw); 17. Ray Sommo (Suz); 18. Rich Taylor (Suz); 19. Chris Young (Suz); 20. Keith Johnson (KTM).
Time: 18:48.84

AMA CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Jean-Michel Bayle (291); 2. Mike Kiedrowski (218); 3. Damon Bradshaw (216); 4. Jeff Stanton (211); 5. Jeff Ward (201); 6. Guy Cooper (161); 7. Jeff Matiasevich (159); 8. Mike Fisher (146); 9. Mike LaRocco (133); 10. Ron Tichenor (114); 11. Larry Ward (112); 12. Denny Stephenson (111); 13. Keith Bowen (67); 14. Doug Dubach (62); 15. Ray Sommo (54); 16. Jeff Emig (49); 17. Todd DeHoop (48); 18. Rick Johnson (47); 19. Steve Lamson (45); 20. Keith Johnson (42).



Yamaha wins the big Mutha.



It was the biggest race of the year—the U.S. Grand Prix, round three of the World Championship. And all the best bike makers in the world brought their stuff to Laguna Seca International Speedway. With each manufacturer sending out their top riders to give it their best. But it happened again. Wayne Rainey took what they sent out and stuffed it right back up their exhaust. Making 1991 his third consecutive win at Laguna Seca in the 500cc class.

The competition was tough. And we wish we could say that it was a fight to the finish. Or that it came down to the line. But it wasn't. And it didn't. Because right on turn three Rainey hit the gas and left the competition standing still.

So what did you expect. Rainey was riding a Yamaha.

YAMAHA
Go your own way

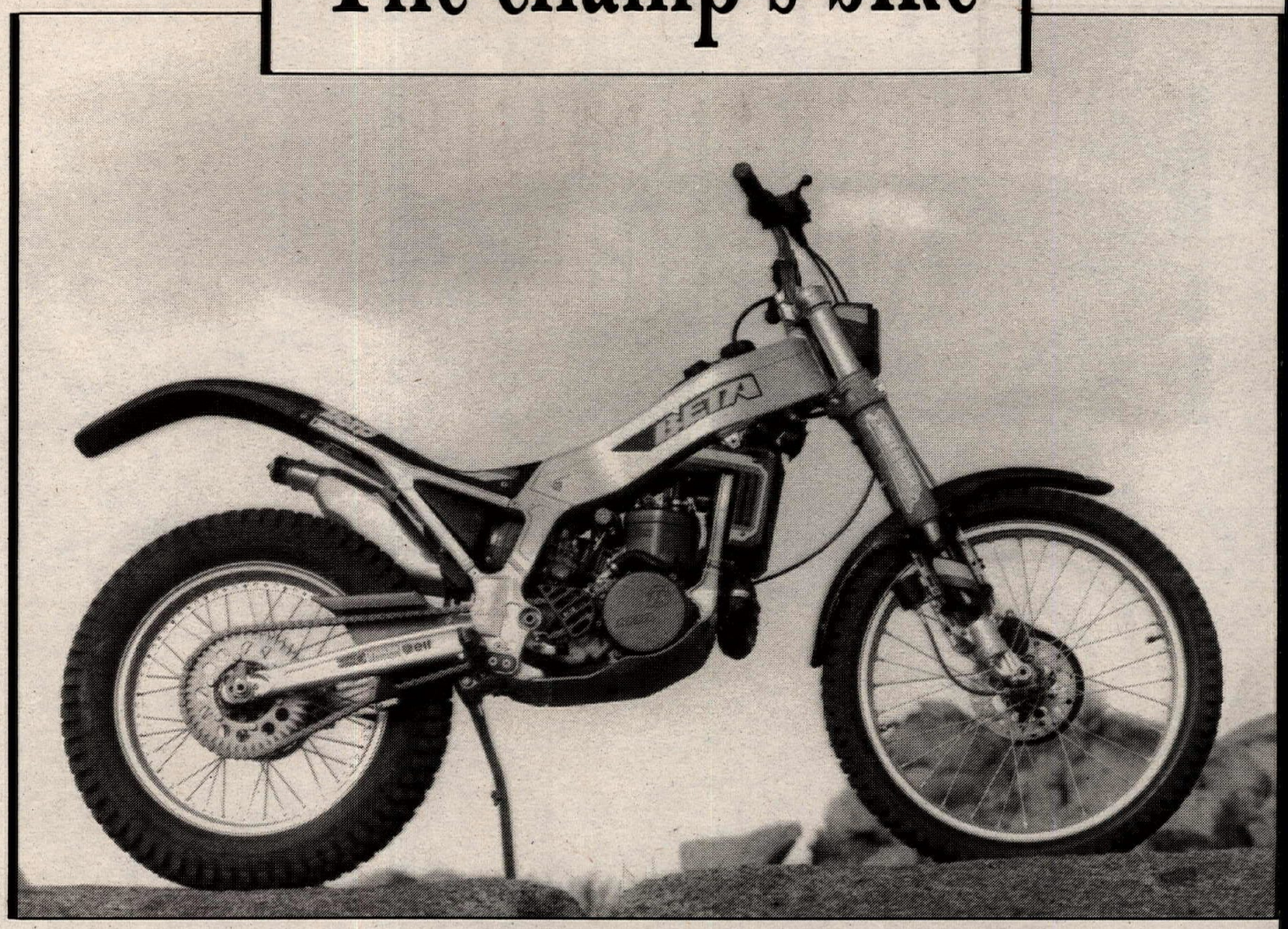
Also, the same thing happened three weeks ago in Australia. Rainey raced his Yamaha. And Rainey grounded the competition.

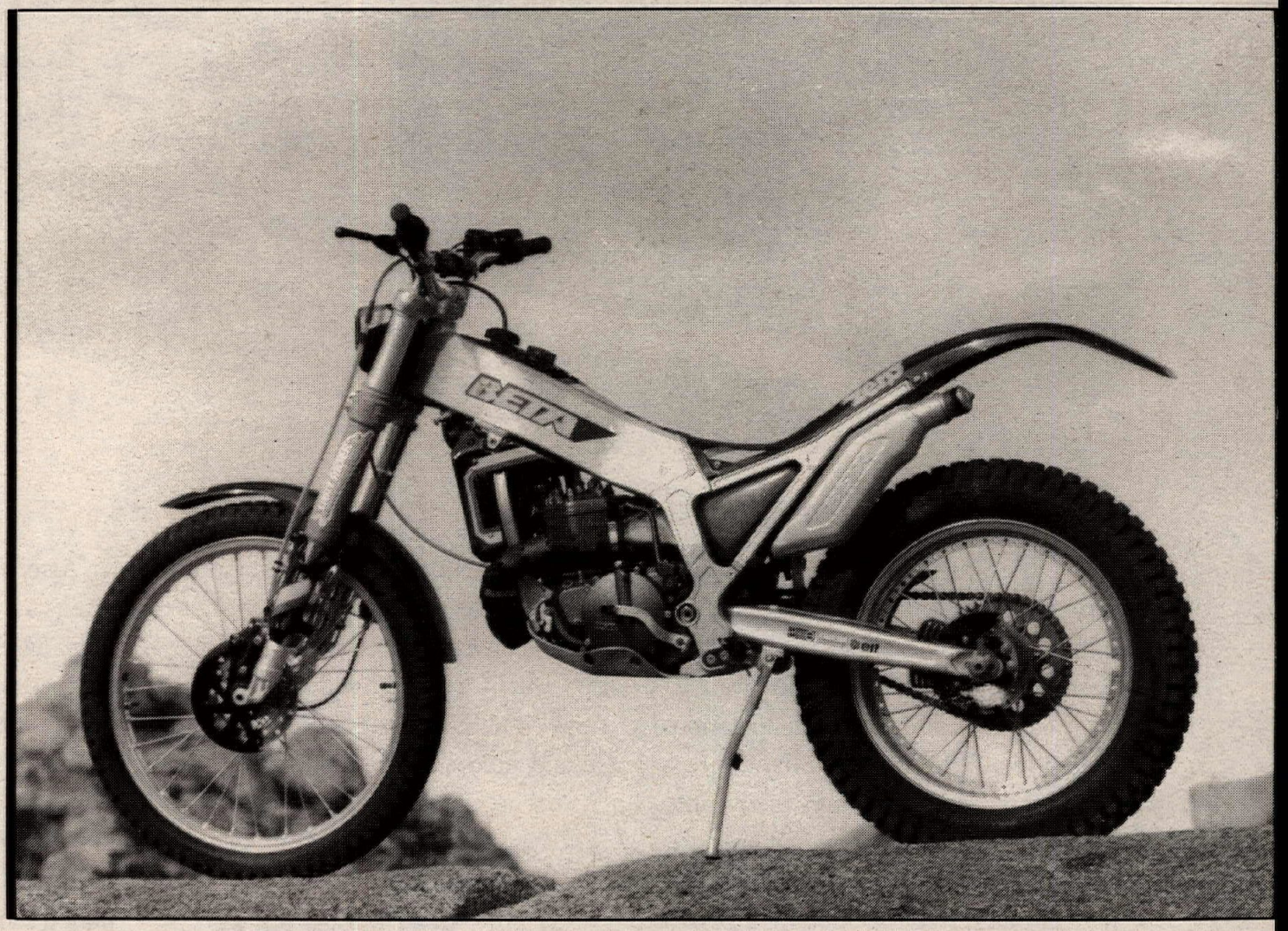
But in the end, it really doesn't matter if we win or lose. Because we take what was learned from the track and put it into building a better bike. So fly down to your local dealer and see what disciplined the competition. And when you watch your next race, look for Yamaha. We'll be the ones doing all the cookin.'

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1991 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

TEST Beta Zero Black Magic

The champ's bike





By Len Weed

Is it the singer or the song? How much of Beta's magic rests in its World Champion rider, Jordi Tarres? Tarres, 24, has won three of the last four titles. During the past two seasons he posted 18 wins in 24 starts, including a record string of 12 straight victories. Tarres closed the 1989 season by winning the final 10 events, then opened the '90 season with two more victories. After losing in Arizona, he went on to win six of the final nine rounds.

This year, Tarres is looking for a record-tying third straight World title that would allow him to join Yrjo Vesterinen and Eddy Lejeune as trials hat-trickers.

Beta's domination isn't limited to world competition. Here, two riders, Scott Head and Ryan Young, have claimed four of the past six U.S. National Championships riding Betas. Head topped the nation in 1985 and 1986. Young won in 1988 and again last year.

Young will be gunning for his fourth straight National title this year, but he'll be on an Aprilia. Beta importer Cosmopolitan Motors reacted to losing Young by signing the rider who battled him last year, number two, Mark Manniko. Three Beta team veterans return: Ron Commo Jr., Steve McNeal, and Andy Saum. Ron Commo, Sr. again manages the team.

So much for the singers. Let's consider the song — the new Beta Zero, tagged Black Magic by its American importer. The new black bike certainly is magic with Tarres aboard. But the Beta is much more than a top rider's bike. It's quite a machine, regardless of who's on the pegs.

This year's model lists a number of changes: Stronger swingarm, forged rear frame, weight trim of 4.4 lbs., a new Paioli fork with separate damping adjustments (an allen bolt on the left leg controls rebound damping, a screw in the right leg changes compression), new Mikuni carburetor, new forged aluminum cylinder head stay, lighter flywheel, lower third gear transmission ratio, new splined transmission profile to improve smoothness, modified exhaust system, aluminum forged gearshift lever, carbon fiber protection for the exhaust system, new clutch cover with oil level indicator added, new lighter coolant tank, new radiator hose configuration, and new spoke inclination for easier adjustment.

Something that isn't new, but worth mentioning for those who missed it last year: the frame design. The 1990 Zero's frame integrated the gas tank into the left and right aluminum spars that form the top of the frame. A crossover connects the two tanks.

The test bike was provided by Steve Hill, a San Diego Senior class rider and event organizer. Hill favors the 260cc version of the Zero. So does Tarres. A 240cc model is also imported.

We asked Hill to compare his new bike to his '90 mount. "I haven't noticed a lot of difference in the back yet, but the front suspension is definitely better, more progressive. The suspension is super on the loop. That's good because I probably ride harder on the loop than I do in the sections.

"The clutch is improved. My old bike used to slip in 5th and 6th gear sometimes, or it wouldn't disengage sometimes in low gears. I haven't had any problems with this one. I like the new shift lever. There's no flex at all. It's very positive."

Hill's new bike had some brake glazing problems. This problem seemed isolated to Hill's unit and appeared to be lessening as the bike broke in. A call to Ryan Young revealed he never had any brake problems with any of his Betas.

Hill was impressed with the power. "There's gobs of low end and mid-range power. It's very tractable. I know they changed the porting and added lighter flywheels. In a way, this year's motor reminds me of the old Bultacos."

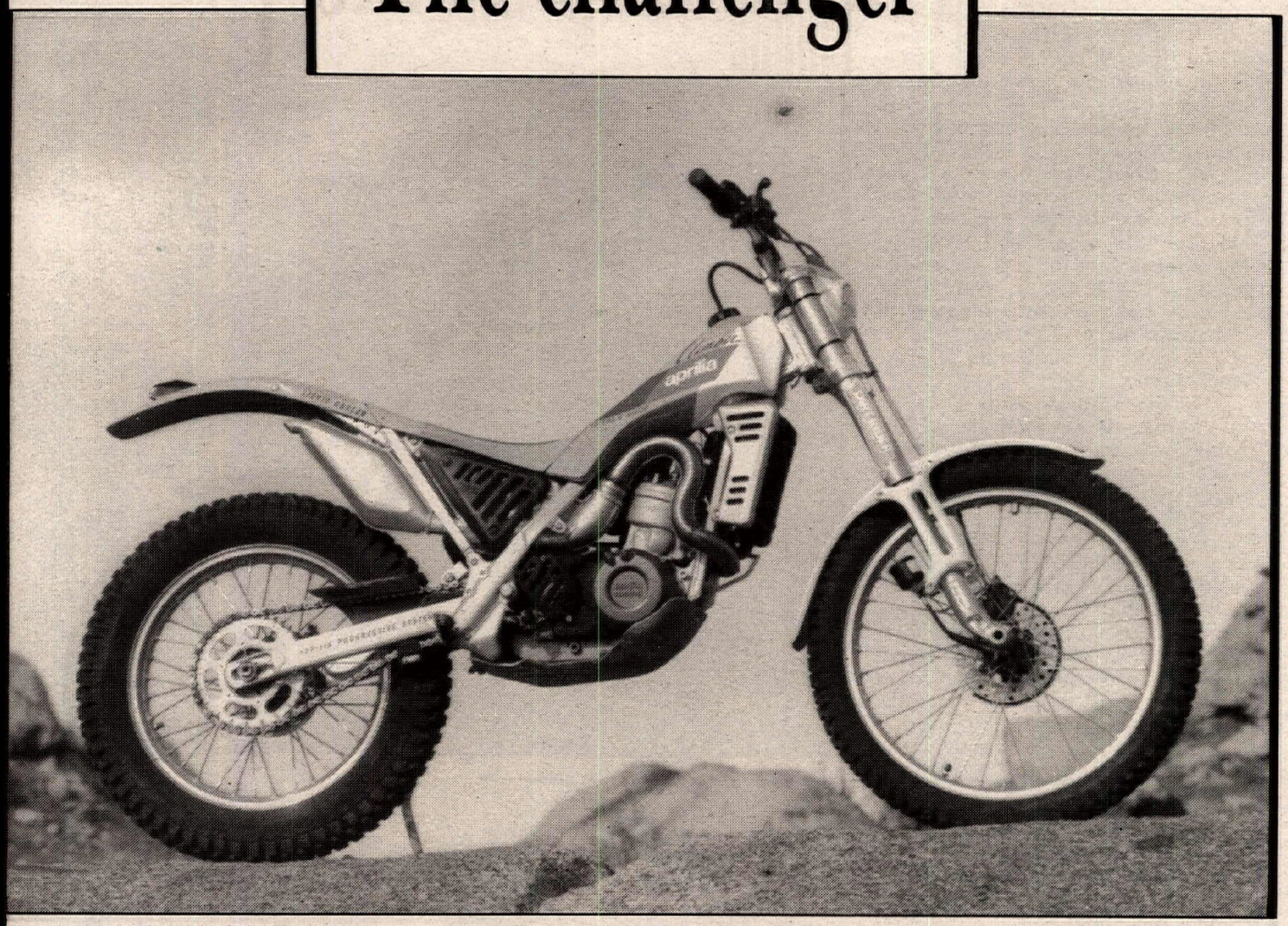
Overall, Hill is a pleased Beta owner. "I like the little refinements they come up with in the years between major model changes."

Three-time National Champion Scott Head, now a Santa Barbara engineer, participated in the testing. Scott won two of his titles on Betas. He currently rides an '89 model for fun outings.

Commenting about the '91 version,

Continued on page 12

The challenger



By Len Weed

Aprilia may not win a World Championship while Jordi Tarres remains in his prime, but they're trying. Diego Bosis and Tommi Ahvala finished second and third in the world last year.

Aprilia, a long established Italian factory, started slowly in trials. Early development efforts with a Hiro engine proved disappointing. Then they grabbed the proven Rotax engine when SWM folded. Their first Rotax-powered model was a tall, long, powerful bike at a time when lighter, smaller-engined bikes were becoming the standard.

America got its first look at the Aprilia when the Florida-based Tryals Shop imported the 1987 model. Initial impression: The most powerful engine available, great stability, but a big, tall, heavy feel. Overall: not bad, promising even, but the chassis needs a lot of work.

Since then Aprilia has focused on trimming and slimming the chassis while continuing to refine the power of the 280cc rotary valve motor. Their efforts have been marked by innovation rather than imitation.

In 1989 they introduced two firsts for trials machinery: liquid cooling and inverted forks.

That breakthrough bike allowed the Tryals Shop to lure 1988 National Champion Ryan Young to their team. Young added his second championship aboard an Aprilia, winning five of seven Nationals.

In 1990 the factory followed with two more firsts for trials machinery: externally adjustable (16-way, compression and rebound) fork damping and Pirelli MT73 tires. They also lowered seat height, peg height, and the center of gravity, and shortened the wheelbase. This produced an impressive motorcycle that some felt was still too tall and too heavy.

Young returned to Beta in 1990, but the Tryals Shop got him back this year. His teammates include Geoff Aaron (number 3), Todd Roper (number 8), and High School Champion Raymond Peters.

As Young and his teammates have already discovered, 1991 model development focused heavily on the chassis, while continuing to refine the power.

Summarizing the changes for the latest Climber: Shorter wheelbase, subframe lowered and redesigned, new boxed swingarm, lower center of gravity, steeper rake angle, pegs lower on frame, valving changes in the forks, rotary valve changed to allow a more progressive inlet of fuel for a longer period of time (the new valve will fit any previous Climber model), smaller diameter exhaust pipe made of lighter material, and weight reduced one pound.

Todd Roper, an Arizona electronics engineer, provided his bike for testing. Roper looks like the rider Aprilia had in mind with their earlier development efforts. He's tall and muscular, a striking contrast to the shorter, slimmer Young who relies on finesse to get through the sections.

Commenting on his new bike, Roper said, "I can notice the porting changes. It seems to chug down a little lower. Aprilias have always been high, better for taller riders, this one is a lot lower. It seems as low as a Beta."

Last year's model retained a stable, long wheelbase feel even as Aprilia made changes. Few guessed that Aprilia has shortened the wheelbase on the '90 model because the bike still felt so straight-ahead stable. Roper added, "It's the geometry and the center of gravity. Even with shortened wheelbase and geometry change, it still feels real stable.

"The brakes worked fine, right out of the crate. I like the Pirellis. The feedback I hear from Europe is that the Pirellis work better in the wet than the Michelins. I'd agree with that. The suspension is cushy, and I get great traction. The rear end's great for hopping on dry rocks."

Summing up his new bike, Roper added, "It's a fine overall bike with all the creature comforts. Another thing I like is it never breaks down."

Ryan Young had some time on his new Aprilia when we spoke to him. He's going for a record fourth straight National title this year. With 20 career wins, he's seven behind Marland Whaley who won five National Championships from 1975 to 1980. Aside from training and competing, Young's calendar lists trials schools in El

Continued on page 14

TEST Beta Zero Black Magic

Continued from page 10

Scott said, "What impressed me the most was the rigidity of the frame, the light weight, and the motor. This model is significantly lighter than the '89. The motor response off the bottom has been smoothed out dramatically. You don't have to use the clutch nearly as much. There's a big increase in torque. We're not talking little changes. With this one, you can ride it modern slingshot style or the old torquey style.

"The clutch was magnificent. The pull is easy and strong. It disengaged smoothly. There's none of that on/off disengagement feel. It feels a lot stronger than the '89. I used the clutch as much at lower rpms that the lack of bottom end response found in the new-style engines was never more than a kind of nuisance. It was easy to overcome with the clutch. But this new motor makes a lot of that clutch work unnecessary."

Head noted a difference in the bar/peg relationship. "The bars are higher or farther forward or the pegs are farther back. I'm not sure. Beta's old setup was more for the shorter rider. This is better for me.

"The brakes weren't working. I don't know if it's a break-in thing. I could hardly do a nose wheelie, at least with confidence. Later in the day, Todd (Roper) told me they were working better.

"This is my first ride with the inverted forks. I didn't notice much difference in the front end feel. Overall, the suspension felt tight and solid jumping off steps. That's the best I ever felt jumping off something, except for my KX."

As an engineer, Head is fascinated with the mechanical aspects of machinery. "I see a lot of attention to detail on this bike. I like the way that water pump was tucked up on top of the engine, away from possible damage. That was impressive.

"The bike felt super light, but was by no means unstable. Betas always had a good balance of stability and agility. They haven't lost any of that at all."

Mark Manniko joined the 1991 team after a long run on Fantics. He did ride a Beta for awhile, when they were first imported seven years ago.

The Colorado rider at first had doubts about riding a black bike. He changed his mind. "Isn't it beautiful? When I heard I was going to ride a black bike, I thought, 'Oh, no.' But the aluminum sets it off. I really like it."

After seven years on another brand, what did Manniko expect with his new bike? "I anticipated a nice, smooth, more controllable engine and that was definitely true. I also anticipated the frame geometry would be better for big steps. It is.

"One thing I didn't anticipate, but I noticed it right away, was the rigidity of the frame. That design, with those big chunks of aluminum, really works. The Fantic always felt solid to me, but when I got on the Beta it felt like the frame had no flex whatsoever.

"I've ridden Betas enough over the years to track the development. This is the best Beta. It doesn't have the same upper end punch the earlier Betas had, but its refinement and usability are much better than they have been in the past. Now it's a chugger. The engine makes it easy to ride. You don't have to work the throttle and clutch as much."

Speaking of his familiar Fantic and new Beta: 'I liked the Fantic, the way it handled. I was well suited to it. The riding styles are real similar between the two as far as riding position and configuration of the suspension.

"The Fantic's engine is completely opposite. It has more power toward the top and less at the bottom. The Beta is more of a bottom and mid-range bike which makes it much nicer to use most of the time. What I do miss is the Fantic's upper end punch that let you use first gear. Now I have to use second or third. It's just a different engine style.

"The adjustablility of the front suspension, both rebound and compression, is really nice, especially for me riding where it's colder. Generally, the problem isn't the rear suspension because that heats up around the exhaust. The problem is the isolated front suspension. The new forks let you tune in for the terrain and the temperature.

"The Beta's rear suspension is more progressive and has more travel. The Fantic, you run the sack height quite a bit lower, which makes big steps tougher. You have to use more technique.

"The thing that will take me the most time to get used to is the traction. It's slightly more difficult than it was on the Fantic. That's because there's more weight bias toward the front on the Beta. I like the weight configuration on the Beta with the rear end being lighter. It'll just take time to adjust. You have to use more throttle control.

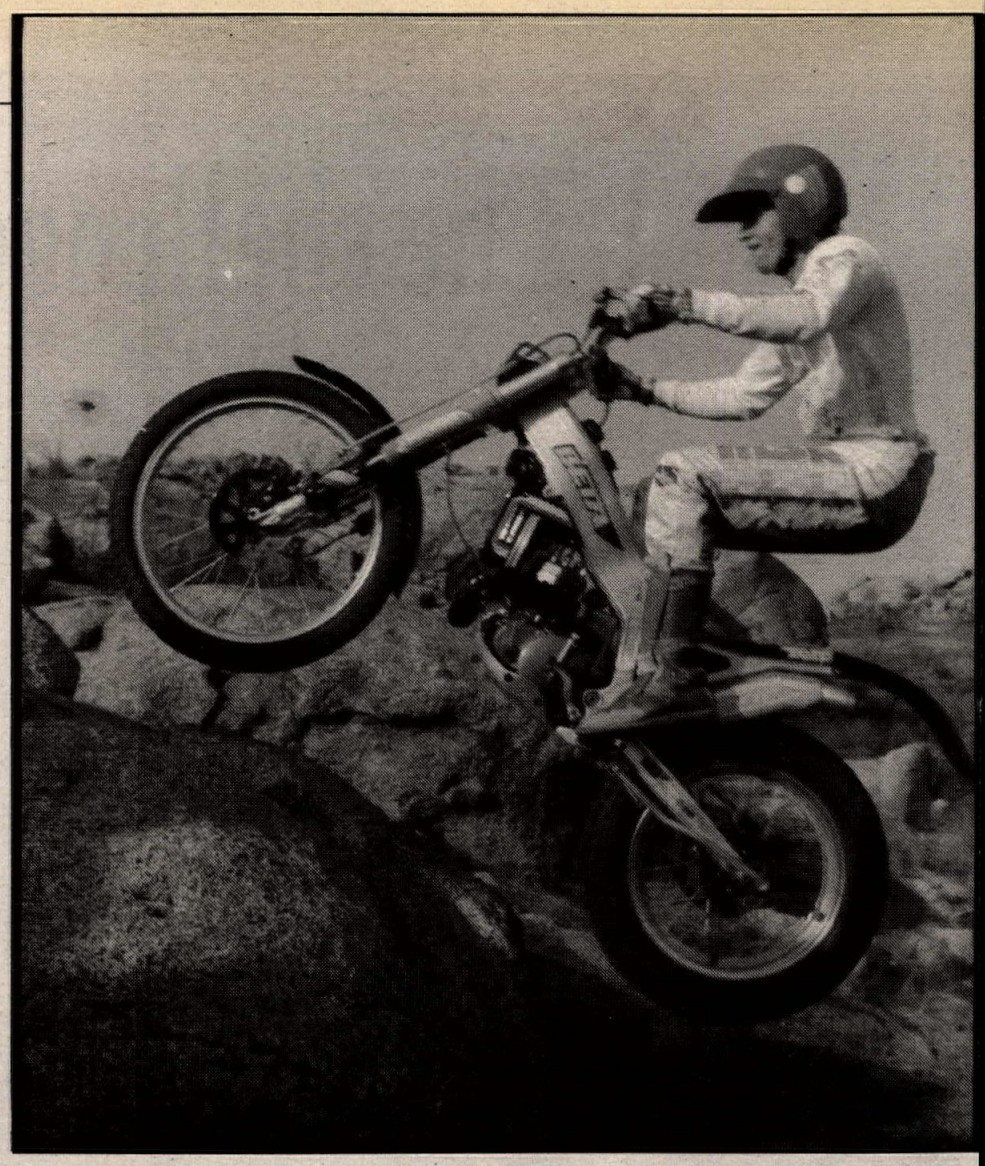
"Having the back end lighter, in 90-percent of the situations, makes the Beta more manueverable. The Beta goes up big steps better. You can move the rear wheel better. The Beta does kick turns much better. You can hop the back tire. As we're getting better at moving the bike around, we tend to hop the back tire more than the front. And we tend to use more kick turns because you can accomplish in one turn what it takes 10 hopping moves to do."

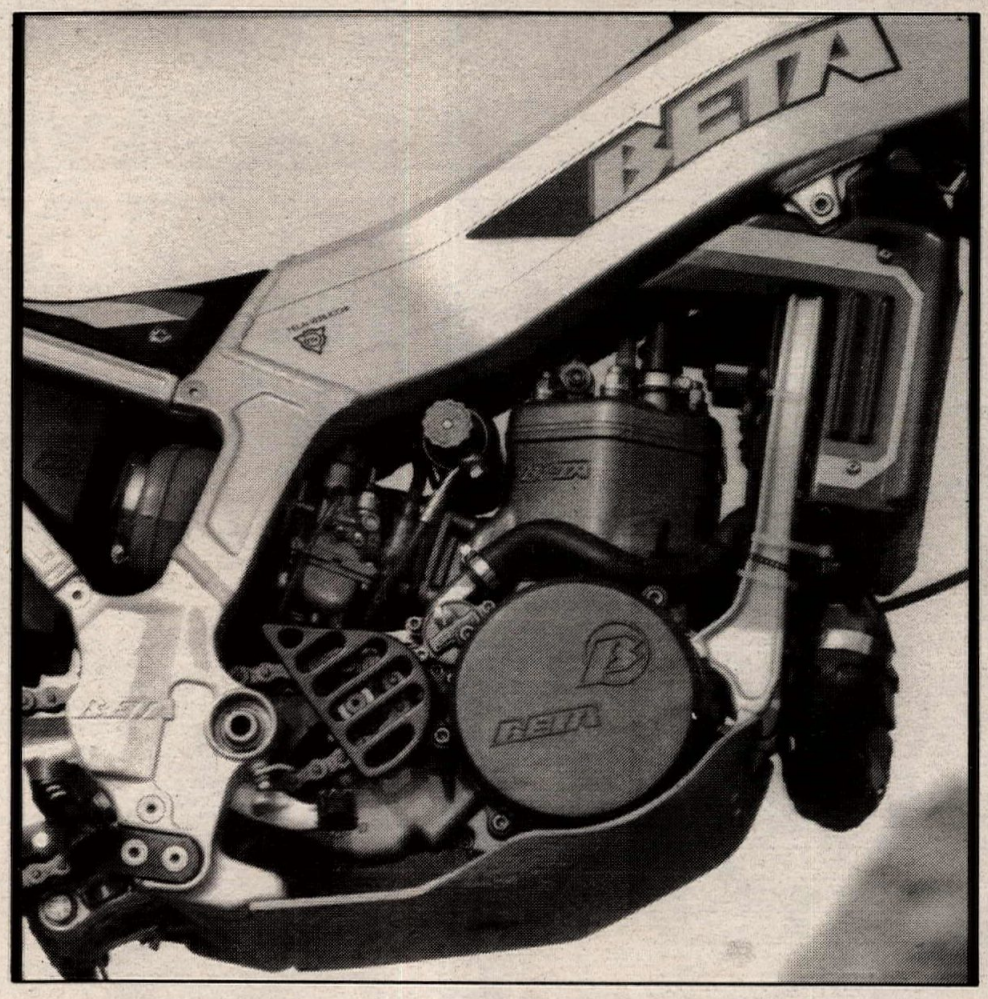
So, a satisfied owner, a satisfied former champion, and a satisfied Beta newcomer and championship hopeful.

Hill, Head and Manniko's comments reflect the thinking of the other riders who tried the lastest Beta.

The color change is startling, the refinements impressive. And the weight keeps disappearing. Beta continues to demonstrate, irregardless of their rider roster, the ability to tweak and tune and continue an enviable record of development improvements.

Considering the comments, calling this bike a Zero seems a flagrant contradiction. Black Magic does make more sense. It's definitely magical, regardless of the color. CN



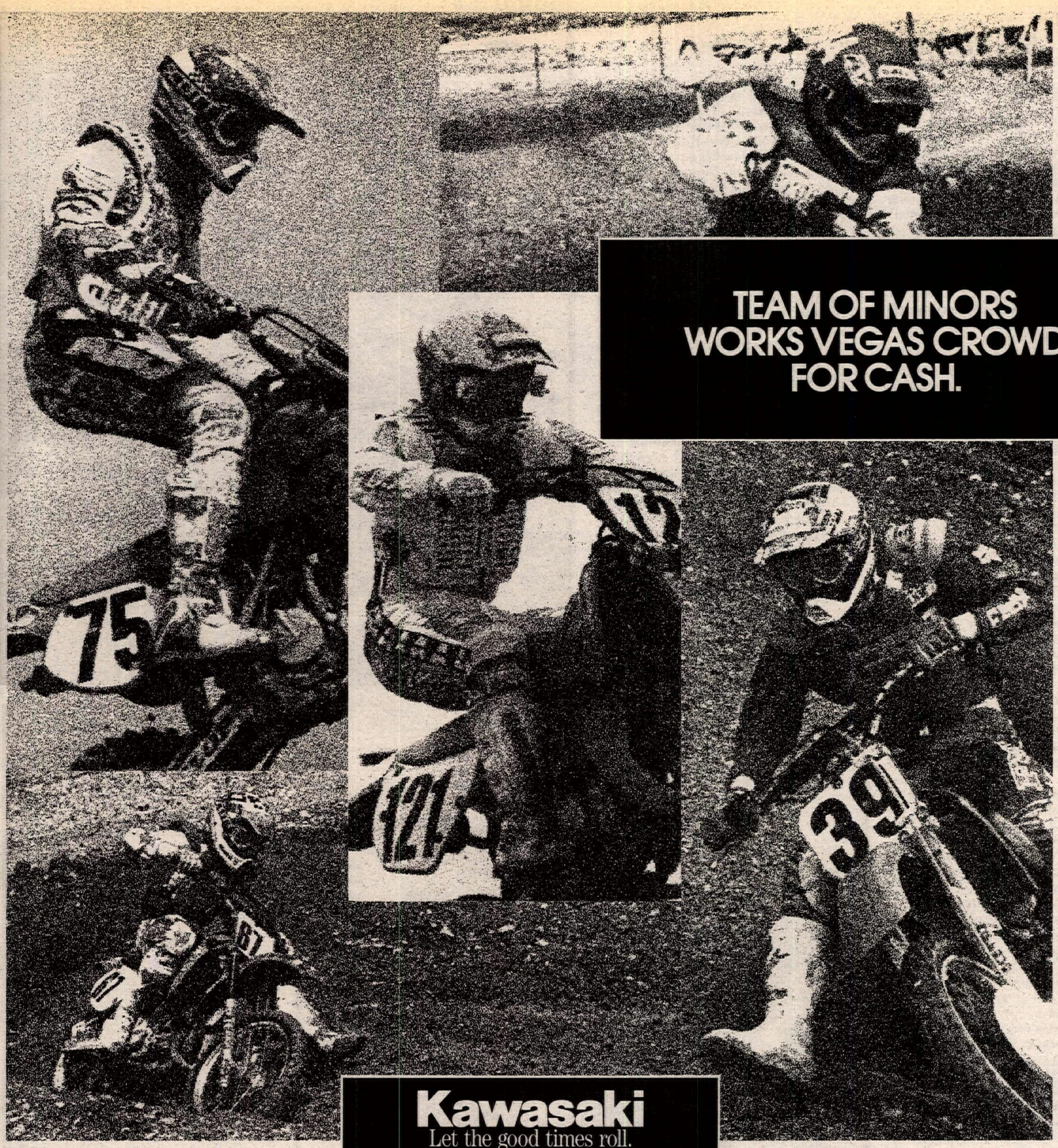


The heart of the Beta Zero Black Magic trials bike is a liquid-cooled 260cc engine that one rider said produces strong bottom and mid-range power.

Specifications

Beta Zero Black Magic

Engine type	liquid-cooled, two-stroke, single
Bore x stroke	76 x 57.5mm
Displacement	260.7cc
Compression ratio	10.6:1
Carburetor	26mm Mikuni
Starting system	Primary kick
Ignition	Motoplat electronic
Primary drive	3.38:1
Final drive	4.30:1
Gear Ratios	
6th	0.64
5th	0.92
4th	1.25
3rd	1.71
2nd	2.36
1st	3.09
Frame	chrome-moly and aluminum with integral gas tank and skid plate, detachable rear section
Front suspension	Paioli leading axle telescopic forks, externally adjustable rebound & compression damping
Fork tube diameter	35mm
Front wheel travel	7.0 in.
Rear suspension	Corte Cosso single-shock, externally adjustable, swingarm
Rear wheel travel	6.5 in.
Front brake	Freno single caliper disc system
Rear brake	Freno single caliper disc system
Front wheel	2.75 x 21 in. aluminum
Rear wheel	4.00 x 18 in. aluminum
Front tire	Michelin X-1
Rear tire	Michelin X-1
Claimed dry weight	176 lbs.
Wheelbase	52.5 in.
Fuel capacity	1.0 gal.
Ground clearance	13.8 in.
Seat height	28 in.
Footpeg height	15 in.
Retail price	Approx. $5895
Distributor	Cosmopolitan Motors, 301 Jacksonville Road, Hatboro, PA 19040, (215) 672-9100



TEAM OF MINORS WORKS VEGAS CROWD FOR CASH.

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Phil Lawrence	250cc Stk Pro	
Phil Lawrence	250cc Mod Pro	
Ricky Carmichael	80cc Stk	9-11
Ricky Carmichael	80cc Mod	9-11
Robbie Reynard	80cc Stk	12-13
Robbie Reynard	80cc Mod	12-13
Craig Decker	80cc Mod	14-16
Johnny Marley	Jr. Cycle Stk	6-8
Monte Montague	Jr. Cycle Mod	6-11

Danny Smith	Jr. Cycle Stk	9-11
Charles Dunaway	80cc Stk Beg	12-16
Charles Dunaway	80cc Mod Beg	12-16
Robbie Reynard	Super Mini	12-18
Ricky Carmichael	105cc	9-11
Jared Hartshorn	125cc Stk Beg	
Joey Pratt	125cc Stk Nov	
Michael Brandes	125cc Mod Int	
Randy Denby	250cc Stk Nov	
David Chase	250cc Mod Nov	

April 19-21 the notorious gang of youths known as Team Green made off with 20 of 29 classes at the NMA World Mini Grand Prix in Las Vegas. The Kawasaki Contingency Program gives that kind of a heist a street value reaching into the thousands of dollars. Authorities now speculate that a pattern of similar events may be developing across the country. Get a good look at these guys, your town could be next.

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TEST Aprilia Climber 300

Continued from page 11

Salvador, Colombia, Mexico, and Canada as well as the U.S.

Asked about his new motorcycle, Ryan said, "It seems to be working great. I'm still impressed by the quality of the bike, how well made it is. It's solid. The motor's very balanced. There's no vibration. Nothing comes loose. You don't have to check it every time you ride it.

"The motor is super powerful and fairly quick. It has great low end power. I hardly ever use first gear, mostly second and third. I like that for big ledges. This Aprilia winds out incredibly high, compared to the '89. It screams right out, maybe higher than the Beta. The motor's stronger than the Beta.

"This bike does almost everything as well as the Beta or better, except for balance. It's not quite as easy to balance on the Aprilia. It weighs a few pounds more and it's a little top heavy, relative to the Beta. But it's better for pivot turns and normal turns. For steering with the pegs, left and right, it does that really nice, so that's the trade-off.

"I'm glad to be back on the Aprilia rear suspension because there's a lot of it and it's very progressive. It goes up big things very easily. However, with so much rear suspension it's a bit harder to do the japzap or those short little flip turns to get lined up. It takes more movement.

"The front end is a lot better than the '89 because of the adjustable damping and everything. It's sturdy. The front end would twitch on the '89 if it wasn't set up right. The '91 seems more progressive. It doesn't go right down to the bottom like the '89 did.

"The wheelbase is shorter and you can really feel the difference as far as manuevering and getting lined up for an obstacle. Going over a long obstacle on the old Aprilia, the front end would be over but the rear end still had to clear. But the shorter wheelbase is a lot better for that. I know they changed the bar/pegs relationship, the pegs are lower. It doesn't feel cramped at all.

"The brakes are great. The clutch is about the same as the '89, but it doesn't make the strange noise the '89 did. It releases great, does great rollbacks. It has just the right amount of progressiveness. It's not too quick and it's easy to pull to do all the new techniques.

"I've found the Pirellis work as well as the Michelins, if not better. The sidewall action seems to be better. It really sticks to off-camber terrain. When you hit a rock and come down, it just sticks instead of washing out."

Several other riders commented on the Aprilia. National number 2 Mark Manniko, a longtime Fantic rider switching to Beta this year, rode Todd Roper's bike in Arizona. "It feels much better than last year. The bike being shorter makes it feel like a normal bike to me now. They've lowered the pegs. It still feels high and it's still heavier than the Fantic or Beta.

"The Aprilia suspension is designed to absorb more. It isn't as responsive but . . . On the Aprilia, you look at a big step, put it in third, and you go for it. On the Beta or Fantic, you'd probably use second gear, maybe third, but pick your way up the step, especially if it had a series of ledges. With the Aprilia, the bike tends to do more of it for you. In a sense, though, you lost some cotrol and precision by having suspension like that. The Aprilia tends to absorb what you do as a rider. The Beta and Fantic take less energy to do certain moves, but you have to work harder to do other moves. It's just two different development philosophies."

Three-time National Champion Scott Head rode Todd Roper's Aprilia in California. "The bike's come a long way. The last one I rode, I couldn't stand it. This one feels stable, but it's heavy compared to the Beta. It has a good stable riding platform. The rear end really sticks. The riding position is more spread out than the Beta, but less so than last year.

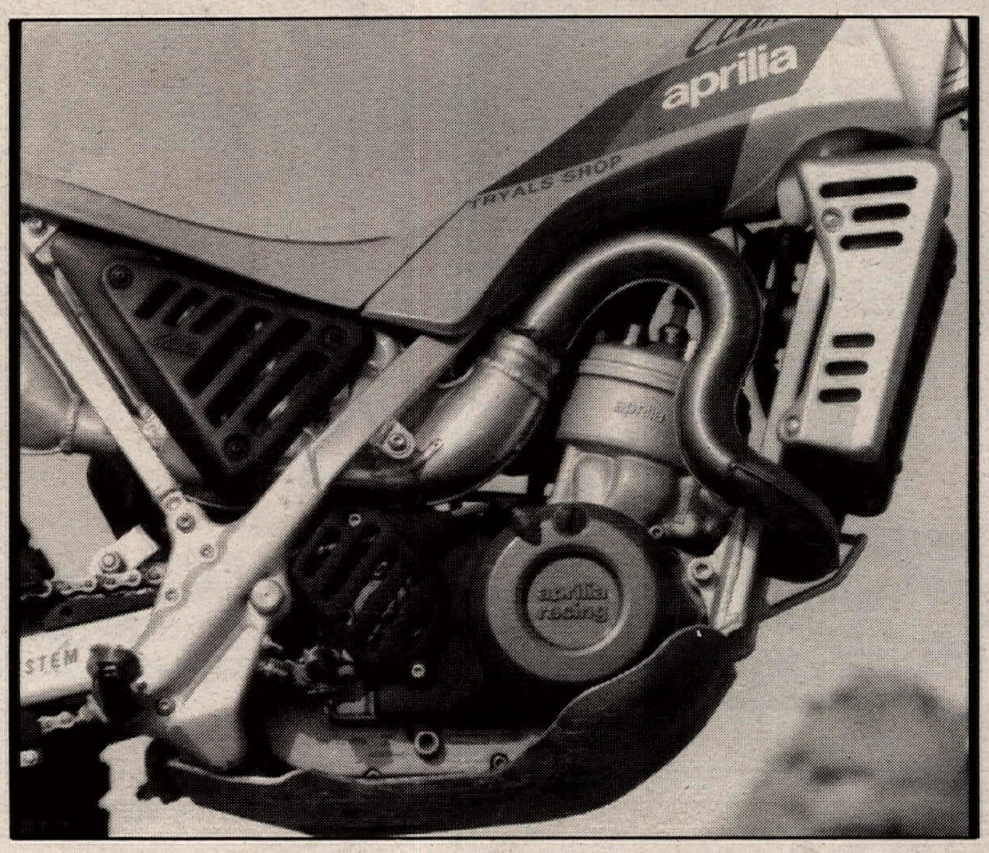
"The brakes worked well. The clutch seemed fine. The Rotax motor felt good. It wasn't as smooth off the bottom as the Beta. It felt more like the '89 Beta as far as response. Aprilia still seems to be hampered by the fact they're using that physically big Rotax engine."

Paul Webster, number 2 in southern California the last two years, rides a Fantic which he sets up for super fast engine and suspension response. Here's how he rated the Aprilia: "It's definitely two steps better than the '89. The '90 was an improvement and the '91 is even better. It's slower than the Fantic for acceleration. The Aprilia motor isn't as smooth as the Beta, but it probably has more power. With the shorter wheelbase, it rides a lot smaller than it used to, but it still has that Aprilia bigness. It's really the right size for Todd. Aprilias have always felt taller, but they are getting smaller. You still can't flip them around as easily. The suspension is slower, so you have to wait for it to come up. It's probably the best bike for using suspension compression to lock you in place. If it gets out of balance, you can't correct as easily, but its stability makes it harder to get out of balance.

"The Aprilia has an aggressive clutch. It bites right from the get-go. The throw is short, very good for splattering. In third gear, you can use the torque drive of the motor and it has the clutch to make it happen. You can be at a standstill, go whoop and get it to launch you. For trail riding, I'd pick the Aprilia because of the bigger suspension, the engine, and the fact the bike appears to be very strong."

What emerges from the comments of some of the nation's top riders is that the Aprilia keeps getting better. It started as a tall, heavy motorcycle. It's getting shorter, lighter, slimmer, and still boasts straight-line stability and that powerful rotary valve engine. Aprilia manages to keep smoothing the power while they focus on the chassis.

It's commendable that a company relatively new to trials has introduced several technological firsts to the sport. Riders here and in Europe have proven the bike's ability to win. Those who remember the earlier Aprilias will probably be surprised by the development progress. Those who appreciate an alternative in chassis thinking will likewise be satisfied. And those who prefer proven rotary-valve power need look no further. CN



Providing the power for the Aprilia Climber 300 is a liquid-cooled, rotary-valve, 276cc Rotax engine that was called "powerful" by all who rode it.

Specifications

Aprilia Climber 300

Engine type	liquid-cooled, two-stroke, rotary-valve sigle
Bore x stroke	76 x 61mm
Displacement	276.7cc
Compression ratio	9.5:1
Carburetor	26mm Dell'Orto
Starting system	Primary kick
Ignition	electronic
Primary drive	3.68:1
Final drive	3.42:1
Gear ratios:	
6th	0.76
5th	1.10
4th	1.39
3rd	1.43
2nd	2.67
1st	3.40
Frame	chrome-moly monobeam with seat holder, double down tube, cradle with integral aluminum skid plate, removable aluminum rear section
Front suspension	Foral leading axle inverted telescopic forks
Fork tube diameter	35mm
Front wheel travel	6.8 in.
Rear suspension	Corte Cosso single-shock, piggyback adjustment, swingarm
Rear wheel travel	7.5 in.
Front brake	disc, Grimeca
Rear brake	disc, Grimeca
Front wheel	2.75 x 21 in. aluminum
Rear wheel	4.00 x 18 in. aluminum
Front tire	Pirelli MT73
Rear tire	Pirelli MT73
Claimed dry weight	183 lbs.
Wheelbase	52.4 in.
Fuel capacity	1.0 gal.
Ground clearance	13.0 in.
Seat height	28.3 in.
Footpeg height	15.7 in.
Retail price	Approx. $5895
Distributor	Tryals Shop 6106 Land O'Lakes Blvd. Land O'Lakes, FL 34639 (813) 996-3754

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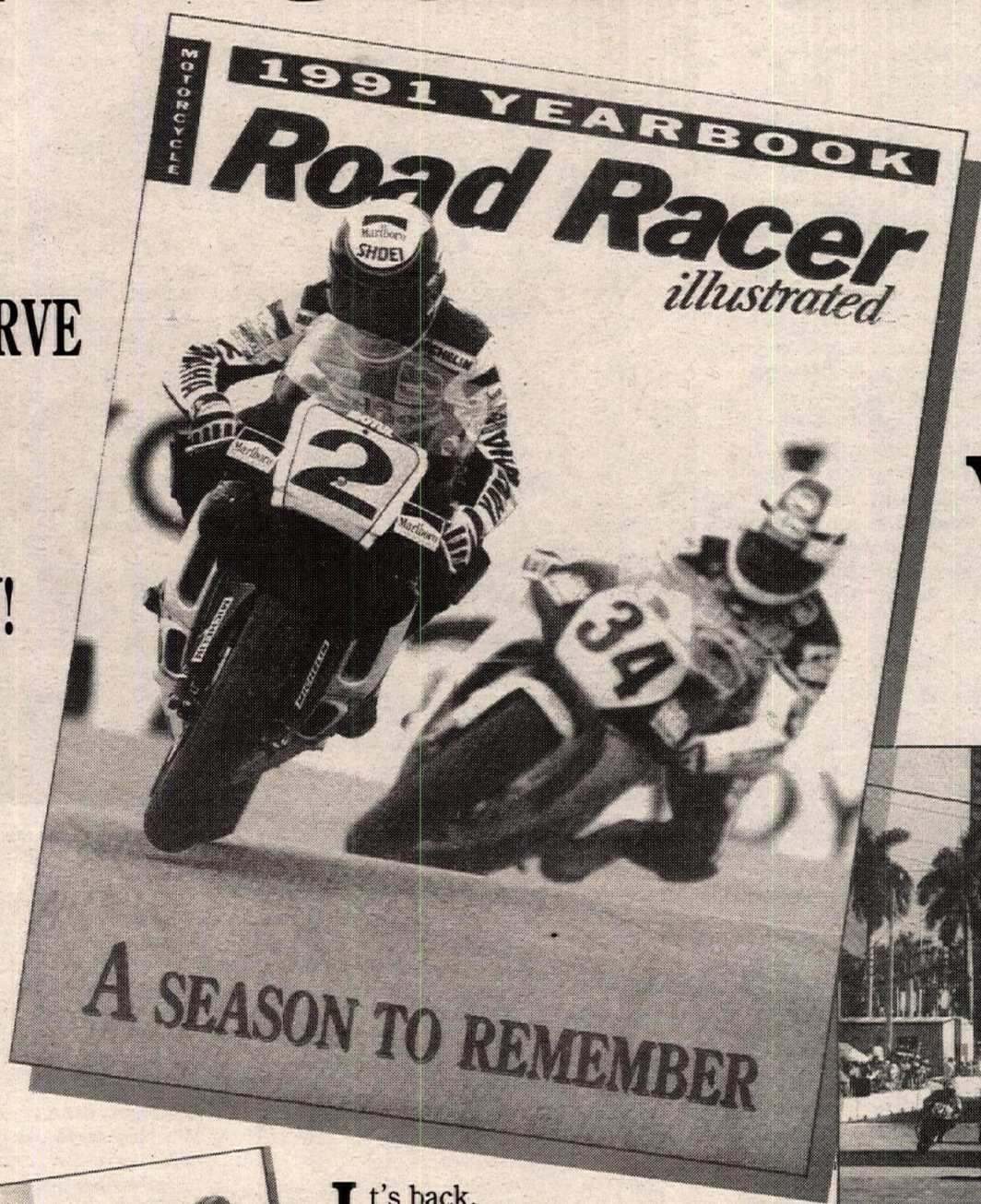

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MOTOCROSS NMA World Mini Grand Prix

Local favorite Richard Saxton (65) led Randy Moody (401), Trevor Meagher (45) and Dana Wiggins (135) at the start of the first 125cc Stock Pro moto.

Reynard on top of the world

By Donn Maeda

LAS VEGAS, NV, APR. 19-21

With age comes experience. . . or so they say. Thirteen-year-old Robbie Reynard proved the age-old saying false by capturing the wins in the 80cc Stock and Modified (12-13 year-old) classes, and then going on to beat his elders in the Supermini (12-18) class at the 20th Annual World Mini Grand Prix, held at the new Las Vegas Motocross Park.

The Kawasaki Team Green/PJ1/Bell/Fox/Tsubaki/Innovation Sports/Scott/NGK/Renthal/Dunlop-backed rider from Moore, Oklahoma, topped a talent-laden field which included 80cc Stock and Modified (14-16) class winners Jeff Dement and Craig Decker.

Other big winners included Cherry Valley, California's Phil Lawrence, who captured titles in the 125cc Modified, 250cc Stock and 250cc Modified Pro classes. Ryan Huffman, from Roseburg, Oregon, won four out of six motos to win the 125cc Stock, 250cc Stock and 250cc Modified Intermediate classes.

In the past, the World Mini Grand Prix has been looked upon as one of the premier minicycle and amateur events, and has traditionally drawn large crowds from around the globe.

The event, which originated in 1972, was first run in Valencia, California at Indian Dunes Cycle Park, and has since been held at three different locations. Race sites included Escape Country in Trabuco Canyon, California, Saddleback Park in Orange, California, and for the past few years has been held at Las Vegas International Raceway just outside of the "city that never sleeps," Las Vegas, Nevada. This year, the race was moved to the Las Vegas Motocross Park, and an all new track greeted nearly 1100 entrants from 22 states and Canada. Although the new location was hoped to be the best ever, many riders were disappointed with both the track and the way that the race program was run.

Lingering dust and rocks faced the riders when practice began late on Friday. Racing didn't begin until shortly after 3:00 p.m., and only the first 10 of 43 motos scheduled to be run were completed. On Saturday, only the remainder of the motos which should have been run the previous day were completed, forcing Sunday's second motos and runoffs to be shortened considerably. Three-lap amateur and five-lap pro motos were run on the concluding day, compared to the six and 10 lap motos run the previous days.

While a traditional two-moto format was followed in many of the classes, some of the classes that had an excessive number of entrants incorporated a runoff race. Each division competed in two motos, and the top overall finishers from each division advanced into one runoff moto. While each runoff had two or three riders entering the race with perfect scores, there would be only one winner at the conclusion of the race.

Reynard got the ball rolling by easily winning both motos in division one of the 80cc (12-13) Stock class. Trailing Reynard across the line in the first moto were Greg Yearsey and Robbie Skaggs, but the positions were reversed in the second moto. Reynard, Skaggs, Yearsley, and the next 12 riders advanced to the runoff moto.

Division two was won by Jason Partridge, who scored the win in the first moto, but crashed back to third in the second. Paul Ito finished fourth in the opening moto, but stormed back to win the second moto in convincing fashion and transfer into the run-off with second-place points. Charley Bogard finished third.

Reynard was untouchable in the final runoff moto, as he acquired the lead after a battle with early leader Skaggs and went on unchallenged. Skaggs and Partridge argued over the runner-up spot. Skaggs prevailed, and scored second overall behind Reynard. Partridge finished in third place, besting Yearsley for third overall.

"Skaggs was hard to pass," said Reynard. "But other than that I didn't have any problems winning. I'm not used to riding on such big rocks, though!"

Reynard continued his winning streak in the 80cc (12-13) Modified class, as he ran away from the competition in the first division. Cory Bauder finished a distant second in the first moto, but could only muster an eighth in the second race. Jason Matthews transferred into the runoff moto with a second place score, barely edging out Charley Bogard.

Division two saw Skaggs out front in both motos, while Partidge and Yearsley argued over second place. Skaggs cruised to both moto wins, while Yearsley topped Partridge for second place.

Reynard blasted out of the gate in the runoff moto, with Skaggs and Yearsley in hot pursuit. Although Skaggs managed to stay close to Reynard in the early part of the moto, Reynard crossed the finish line with a commanding lead. Skaggs fought off Yearsley and Partridge to earn second overall.

"I felt really good," said Reynard. "I wanted to get out front early, especially since the final was only four laps. There's not much time to catch up if you make a mistake."

Jeff Dement rode his R&D/JT USA/Dunlop-backed Suzuki to both moto wins in division one of the Super Mini class. Following Dement across the line in the first moto were Terry Parsons and Mike Metzger. Skaggs recovered from a first moto fourth to secure second in the second moto, while Metzger again crossed the finish line in third place.

Reynard picked up where he left off in the second division, as he won both motos to enter the runoff moto with a perfect score. Decker led most of the first moto, but crashed on the last lap and allowed Reynard to sneak past. Decker remounted in time to finish second, ahead of Greg Rand. Reynard won the second moto with a comfortable margin over David Pingree, who fought off a late moto charge by Decker. Decker suffered a poor start and worked into third by the moto's end.

Decker grabbed the holeshot in the Supermini runoff, but Reynard turned up the wick and charged into the lead. Skaggs was next to challenge Decker, but to no avail. Reynard continued to lead, and successfully fended off all challenges made by Decker. At the finish it was Reynard, Decker, Skaggs and Pingree. Missing from competition in the moto was division one

winner Dement, who suffered injuries in the second 80cc (14-16) Modified class moto.

"I'm really surprised!" said an elated Reynard. "I didn't expect to win; it feels neat to beat the older guys."

Terry Parsons ripped out of the gate in the opening 80cc (14-16) Stock division one moto, but right behind him were Decker, Metzger, and Hengeveld. Decker wasted little time and quickly blasted into the lead while Dement was working up from a poor start. As Decker began to pull away, Dement steadily moved up through the 21-rider field. By the last lap, Dement had worked past Parsons and into second, but his charge through the pack had taken its toll on his machine. Just one turn from the finish, Dement's rear wheel exploded and left the Suzuki rider stranded. Decker crossed the finish line unchallenged, while Dement picked up his bike and carried it across the line in seventh. Parsons finished in second, ahead of Brad Woosley and Metzger.

Decker continued his winning ways in the second moto, and led Dement across the finish line. Parsons topped a hard-charging Billy Akers for third.

Division two saw David Pingree and Clint Latham battle for the lead, with each rider scoring a moto victory. It was Latham however, who scored the second moto victory and advanced to the final with a perfect score. Steve Andrich charged across the finish line ahead of Freddie Mitchell to earn the third transfer position.

Dement went on virtually unchallenged in the final moto, as he motored into the lead and left Latham, Metzger and Pingree to argue over second. Decker suffered a miserable start and rode like a man posessed in an attempt to work towards the front in the four-lap moto. Dement greeted the checkered flag well ahead of Pingree, Latham, Metzger and Decker. Dement scored the overall win ahead of Pingree and Latham.

Decker smoked out of the gate in the first 80cc (14-16) Modified division one moto, and immediately began to establish a lead that would be quite sizable by the moto's end. Behind Decker, Jeff Willoh fought off the charges of Brad Woosley to secure second in the moto.

Metzger controlled moto two, while Decker spent the majority of the race playing catch up. Decker worked into second by the third lap, and seemed content to finish there. Ted Campbell trailed across the finish line in third. Decker entered the run-off moto with a first-place score, via his 1-2 finishes.

The second division was dominated by Dement, who easily won both motos. Pingree and Latham diced throughout both motos, but it was Pingree who emerged second in both outings.

Metzger blasted his SCR/Clover/Shoei/Bill's Pipes/Enzo Racing/MNFX-sponsored Suzuki to the front of the pack in the final. Behind Metzger, Pingree, Casey Johnson and Decker rallied for position. Decker quickly smoked past Johnson and Pingree, but ran out of time before he could catch Metzger, who had established a commanding lead. Metzger crossed the finish line ahead of Decker, Pingree and Johnson. Decker earned the overall win, while Metzger scored second.

"Four laps didn't give me a whole lot of time to work up," said Decker, "But once I was in second I knew that I had the overall, and I didn't want to push it and chance making a mistake."

Brian Knopf (491) holeshot the 80cc Modified (12-13) runoff moto, ahead of Billy Gartman (531) and Jason Partridge (727).

"It's too bad I didn't do better in my first moto," said Metzger. "I could've won the overall."

King Richard Saxton grabbed the holeshot in the first 125cc Stock Pro moto, and led for four laps before succumbing to the pressure of Lawrence. On that same lap, Ezra Lusk charged past and set after Lawrence but crashed a few turns later. After remounting in third, the 15-year-old rider from Bainbridge, Georgia snuck past Saxton on the last lap and finished second. Saxton cruised across the finish line in third, just ahead of Tommy Clowers.

Lawrence and Lusk stole the show in the second moto. After working into the first and second positions, the two riders tangled and went down. Lawrence was the first to remount, while Lusk had trouble starting his motorcycle. Lusk rejoined the race in second place, eight seconds behind Lawrence. Slowly but surely, Lusk reeled in Lawrence and was breathing down his jersey on the final lap. As they entered the final turn, Lawrence went to the inside and slid out, while Lusk railed the outside and crossed the finish line in first aboard his MS Racing/Scott/PJ1/100%/SND Designs/CTi/FMF/R&D/Dunlop /Bell-backed Suzuki. Lawrence remounted in time to finish second, ahead of Ray Crumb.

"I was gonna square it off and try to cut under Lawrence in the last turn," said Lusk. "But I didn't have to because he fell."

"I knew he was coming, said Lawrence. "I went to guard the inside line, but I just lost my rear end. This track is so slippery."

Dana Wiggins trounced the competition in the first 125cc Modified Pro moto, while Clowers fought off a late moto charge by Lawrence, who had gated poorly. Ryan Carlisle ran with the front runners and crossed the finish line in fourth.

Carlisle stormed out of the gate in the second moto, but Lawrence stole the lead away. As Lawrence began to pull away, Jimmy Button snuck past Carlisle and settled into second place. Carlisle sucessfully held off Wiggins for third place. Lawrence earned the

Robbie Reynard topped the 80cc Stock and Modified (12-13) and Supermini classes.

overall, while Wiggins edged Carlisle for second.

"I wanted to win that one, especially since I crashed in the stock moto," said Lawrence. "Everyone says that it looked easy, but it wasn't easy. There's a lot of talented riders here."

Lawrence carried his momentum into the 250cc Stock Pro class, as he roosted away with the win in the opening moto. Clowers ran second for most of the moto, but Button stormed through the pack to snatch the position away in the late stages of the moto. Crumb finished a distant fourth.

In the final moto, Lawrence once again put his Fox/Shoei/Scott/Acerbis/Brush Factory/Ceet/Dunlop/CTi/Powerbar-backed Kawasaki out front and cruised to the moto and overall wins. Carlisle finished a strong second after a moto-long battle with

MOTOCROSS NMA World Mini Grand Prix

Bob Tippit (2) and Greg Perolio (54) diced throughout the second Vet class moto.

Sean Pagel (18) led Damon Huffman (30) in the 125cc Stock Intermediate class.

Craig Decker (75) passed Jeff Willoh (216) for the 80cc Modified (14-16) class win.

Clowers, but Clowers' 2-3 topped Carlisle's 7-2 for second overall.

"Luckily, I got out front early and pulled away," said Lawrence. "These five lap motos aren't even a race. I train as hard as I can, but when they run these short races it just evens it out for the guys who don't train."

"I got run off the track in the first moto and didn't ride so well," said Carlisle. "I did some thinking before my second moto and put it all together. I felt real strong out there."

Lawrence owned the 250cc Modified Pro class, as he gained control of both motos early on and pulled away from the field. In the first moto Button motored through the pack to finish second, while Mike Young topped Clowers for third place.

Young claimed the runner-up position in the second moto after chasing Clowers throughout the five-lap race. On the last lap, Young pulled alongside Clowers in a set of jumps and dove past in the following turn. Carlisle finished a distant fourth ahead of Crumb. While Lawrence was uncontested for the overall, Young's 3-2 scored second over Clowers' 4-3.

"I felt good," said Lawrence. "The track is getting better as the weekend goes on, but I still don't think it's good enough to hold an amateur national on."

"That was great," said Young. "There's not a lot of time to pass, sorta' like Ascot was. I saw an opening on the last lap, and went for it."

Billy Joe Mercier of Granada Hills, California, made short work of the 500cc Non-Pro class, as he grabbed the holeshot in the first moto and tractored away with the win. Mark Easley ran a strong second for most of the moto, but had to fend off a hard-charging Brett Hamilton late in the race. Easley held on to second, while Hamilton settled for third ahead of Brett Bierek.

Kevin Yeager peeled out of the gate fastest in the second moto, but Mercier was close behind. Mercier snuck past on the second lap and proceeded to pull away from the rest of the field aboard his AXO/Payne Engineering/Pat Riley/Kolbe Honda/Donnie Hansen's Motocross Academy/Renthal/Scott-backed Honda. Yeager successfully fended off the advances of Easley, but Easley's 2-3 score topped Yeager's 5-2.

"That 500 is a handful on this track," said Mercier, who normally competes in the 125 and 250cc Intermediate classes. "That was pretty easy though, the competition isn't as tough in the Open class."

Michael Brandes piloted his Team Green/Answer/Dunlop/Smith/Pomona Valley Kawasaki/Shoei/Bill's Pipes/Motul/Race Tech/Tsubaki/Acerbis/100%-backed Kawasaki to the overall win in the 125cc Modified Intermediate class. Brandes won his qualifiers and entered the run-off moto with a first place qualifying score, as did Morga and Damon Huffman, from the second and third divisions.

Rand holeshot the final moto, while Brandes started in fourth behind Billy Felts and Jason McCormick. Brandes quickly found his way past McCormick and Felts, but seemed content once he moved into second place. Rand scored the moto win ahead of Brandes, McCormick and Felts.

"I finally had some luck," said Brandes. "I've been crashing all weekend. Once I got into second, I didn't want to push it and risk crashing while trying to catch Rand."

"I got a good holeshot and just rode away," said a happy Rand. "That's important on this track, there's not too many places to pass here."

Ryan Huffman started his string of wins in the 125cc Stock Intermediate class. After winning both preliminary motos in division three, Ryan Huffman advanced to the runoff with a perfect score. Also advancing to the final with perfect scores were Damon Huffman, who won division one, and Jason McCormick, who topped division two.

Shawn Morga grabbed the holeshot in the final moto, but Ryan Huffman quickly assumed the lead. After starting midpack, Damon Huffman sliced through the pack and began to close on the front-runners. Damon Huffman smoked past Morga and set after the leader, but came up just inches short at the finish line.

"I got a good start," said Ryan Huffman. "I had to work past about four guys on the first lap, which was pretty hard."

"I started way back," said an obviously disappointed Damon Huffman. "I passed guys pretty easily, but four laps wasn't enough time for me to catch up."

Ryan Huffman captured the overall win in the 250cc Stock Intermediate class after transferring to the runoff with a second place score. Morga and Brandes won the division one and two qualifiers, respectively. After terrible starts in both qualifiers, Damon Huffman also transferred into the runoff moto with a second place score.

Mercier grabbed the holeshot at the start of the final, with Ryan Huffman, Morga and Damon Huffman in tow. While Mercier began to pull away, Damon swooped past Morga and went to work on Ryan. By lap two, Damon had snuck past Ryan and began to close the gap on Mercier. Damon caught and passed Mercier on the third lap, but snapped his rear axle on the white flag lap and was forced to retire. Mercier finished first, ahead of Ryan and Morga. Ryan Huffman's consistent 2-2 scores netted him the overall win.

In the 250cc Modified Intermediate class, Ryan Huffman and Felts transferred into the final with first-place scores, while Damon Huffman and Morga advanced with a pair of seconds.

The final looked like a carbon copy of the Stock class race, as Damon Huffman took control, and looked to be on his way to victory. Tragedy struck again, however, as Huffman's chain snapped and sent the 15-year-old rider to the ground. Mercier inherited the lead, and rode across the finish line ahead of Ryan Huffman and Felts. Ryan Huffman scored the overall win over Felts and Mercier.

"It wasn't as easy as it sounds," said Ryan Huffman. "I had to work hard for my wins."

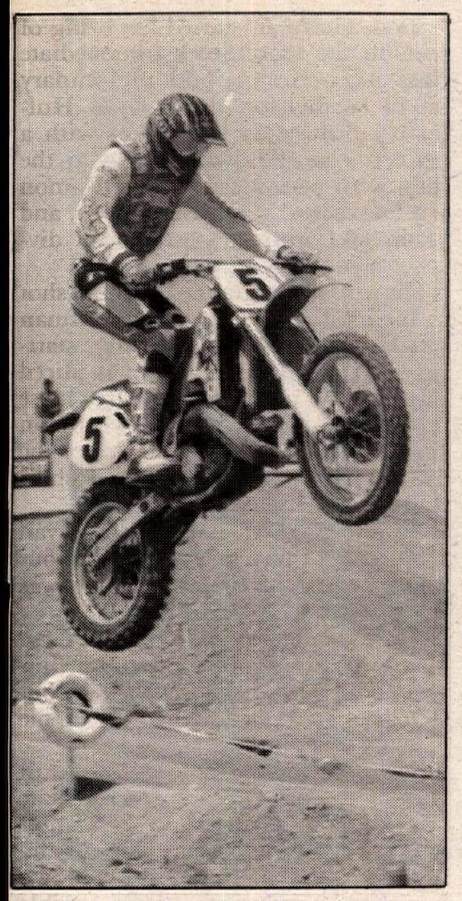
David Chase ripped off the line in the opening 250cc Modified Novice moto, with Randy Denby, Greg Lonergan and Tim Wahlberg in hot pursuit. JT USA/Krause-backed Chase fended off all challenges and rode off with the moto win, while Lonergan scooted into second by the moto's end. Tim Wahlberg motored into third after a sixth-place start.

Tracy Asher took control of the second moto, while Chase followed only inches behind. Although he made repeated attempts to steal the lead, Chase eventually settled for second place, good enough for the overall win. Wahlberg charged across the line in third, earning second overall. CN

Results

P/W: 1. Jonathan Shimp (Yam); 2. Chris Tocco (Yam); 3. Emitt Kling (Itj); 4. Ross Garcia (Yam); 5. Ace Cooley (Yam).

P/W MOD: 1. Daniel Blair (Yam); 2. Jonathan



Billy Joe Mercier ran away with both motos in the 500cc Non-pro class.

Shimp (Yam); 3. Kevin Johnson (Yam); 4. Ross Garcia (Yam); 5. Aaron Johnson (Yam).

JR CYC STK 6-8: 1. Johnny Marley (Kaw); 2. Chris McNatt (Kaw); 3. Nathan Tiearney (Kaw); 4. Kevin Johnson (Kaw); 5. Chris Panek (Kaw).

JR CYC MOD 6-11: 1. Monte Montague (Kaw); 2. Danny Smith (Kaw); 3. Jimmy Varis (Kaw); 4. Jacob Martin (Kaw); 5. Joshua Catron (Kaw).

JR CYC STK 9-11: 1. Danny Smith (Kaw); 2. Jimmy Varis (Kaw); 3. Earl Kephart (Kaw); 4. Robert Holtgrew (Kaw); 5.Keith Johnson (Kaw).

80 STK BEG 12-16: 1. Charles Dunaway (Kaw); 2. Dennis Springs (Kaw); 3. Sammy Davis (Hon); 4. Adam Florey (Suz); 5. Mike Nickel (Suz).

80 MOD BEG 12-16: 1. Charles Dunaway (Kaw); 2. Dennis Springs (Kaw); 3. Adam Florey (Suz); 4. Mike Nickel (Suz); 5. John Emhoff (Suz).

80 STK 9-11: 1. Ricky Carmichael (Kaw); 2. Jessy Williams (Kaw); 3. Jerry Aleman (Suz); 4. Jacob Martin (Kaw); 5. Danny Smith (Suz).

80 MOD 9-11: 1. Ricky Carmichael (Kaw); 2. Jimmy Varis (Suz); 3. Jessy Williams (Kaw); 4. Danny Smith (Suz); 5. Jacob Martin (Suz).

80 STK 12-13: 1. Robbie Reynard (kaw); 2. Robbie Skaggs (kaw); 3. Jason Partridge (Kaw); 4. Greg Yearsley (Suz); 5. Billy Gartman (Kaw).

80 MOD 12-13: 1. Robbie Reynard (Kaw); 2. Robbie Skaggs (Kaw); 3. Greg Yerasley (Suz); 4. Jason Partridge (Kaw); 5. Charley Bogard (Suz).

80 STK 14-16: 1. Jeff Dement (Suz); 2. David Pingree (Suz); 3. Clint Latham (Kaw); 4. Craig Decker (Kaw); 5. Steve Andrich (Kaw).

80 MOD 14-16: 1. Craig Decker (kaw); 2. Mike Metzger (Suz); 3. David Pingree (Suz); 4. Casey Johnson (Kaw); 5. Steve Andrich (Kaw).

125 STK BEG: 1. Jarel Hartshora (Kaw); 2. Saul Smoak (Suz); 3. Eric Seeley (Kaw); 4. Joey Cirocco (Yam); 5. David Hicks (Kaw).

125 MOD BEG: 1. Eric Graves (KTM); 2. Alex Baca (Suz); 3. Marc Burnett (Kaw); 4. David Hicks (Kaw); 5. Terry Kennedy (Kaw).

125 STK NOV: 1. Joey Pratt (Kaw); 2. Jason Reid (Suz); 3. Grant Gaspar (Suz); 4. John Blair (Hon); 5. Oscar Ancheta (Kaw).

125 MOD NOV: 1. Grant Gaspar (Suz); 2. Joey Pratt (Kaw); 3. Ty Kady (Kaw); 4. Brad Simpson (Kaw); 5. John Blair (Hon).

125 STK INT: 1. Ryan Huffman (Hon); 2. Damon Huffman (Kaw); 3. Shawn Morga (Kaw); 4. Jason McCormick (Hon); 5. Sean Pagel (Suz).

125 MOD INT: 1. Michael Brandes (Kaw); 2. Jason McCormick (Hon); 3. Greg Rand (Kaw); 4. Shawn Morga (Kaw); 5. Billy Felts (Kaw).

125 STK PRO: 1. Ezra Lusk (Suz); 2. Phil Lawrence (Kaw); 3. Ray Crumb (Kaw); 4. Ryan Carlisle (Kaw); 5. King Richard Saxton (Suz).

125 MOD PRO: 1. Phil Lawrence (Kaw); 2. Dana Wiggins (Yam); 3. Ryan Carlisle (Kaw); 4. Ray Crumb (Kaw); 5. Ezra Lusk (Suz).

250 STK NOV: 1. Randy Denby (Kaw); 2. Matt Bateman (Yam); 3. David Chase (kaw); 4. Jimmy Lavorci (Yam); 5. Greg Loneran (Kaw).

250 MOD NOV: 1. David Chase (Kaw); 2. Tim Wahlberg (Yam); 3. Greg Lonegan (Kaw); 4. Tracy Asher (Hon); 5. Jeff Bailey (Hon).

250 STK INT: 1. Ryan Huffman (Hon); 2. Shawn Morga (Kaw); 3. Billy Mercier (Hon); 4. Jeffrey Brownlee (Suz); 5. Tyler Hummel (Suz).

250 MOD INT: 1. Ryan Huffman (Hon); 2. Billy Felts (Kaw); 3. Billy Mercier (Hon); 4. Jeffrey Brownlee (Suz); 5. Aaron Wenstrup (Suz).

250 STK PRO: 1. Phil Lawrence (Kaw); 2. Tommy Clowers (Kaw); 3. Ryan Carlisle (Kaw); 4. Randy Moody (Hon); 5. Jimmy Button (Yam).

250 MOD PRO: 1. Phil Lawrence (Kaw); 2. Mike Young (Suz); 3. Tommy Clowers (Kaw); 4. Ryan Carlisle (Kaw); 5. Ray Crumb (Kaw).

500 NON-PRO: 1. Billy Mercier (Hon); 2. Mark Easley (Yam); 3. Kevin Yeager (Hon); 4. Brett Bierek (ATK); 5. Ray McIntosh (Kaw).

VET: 1. Greg Perolio (Hon); 2. Robert Sheldon (Yam); 3. Bob Tippit (Hon); 4. Chris Blackman (Kaw); 5. Jerry Coffey (Yam).

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8. □ 250 B Mod.
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15. ■ 65 Stock (7-11)
16. ■ 85 Stock (7-11)
17. ■ 85 Stock (12-13)
18. □ 85 Mod. (9-13)
19. ■ 85 Stock (14-15)
20. □ 85 Mod. (14-15)
21. ■ 125 Stock (12-15)*
22. ■ 125 Mod. (12-15)*
23. ■ 125 C Novice Stock
24. □ 125 C Novice Mod.
25. ■ 250 C Novice Stock
26. □ 250 C Novice Mod.
27. ■ Women (85-125cc)*

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May 4-5 SPORT-N-COMP., Denmark, WI ..... (414) 684-1567
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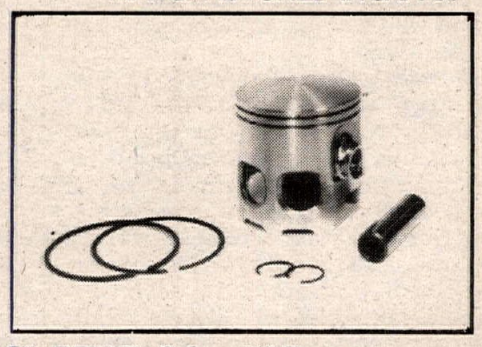

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HARE SCRAMBLES AMA National Championship Hare Scrambles Series: Round 4

Even a painful knee injury couldn't stop local favorite Ron Naylor from winning the Shasta Dam GP for the sixth time.

Naylor strikes again at Shasta Dam GP

By David Benda/Record Searchlight
Photo by Mike Teegarden

REDDING, CA, APR. 21

Shortly after the National Shasta Dam Grand Prix, ATK's Ron Naylor sat in his pit area grimacing in pain. With his knee iced and propped up on a stool, the 28-year-old local favorite looked more like a casualty of the 10th Annual race than a man who had just won the event for the sixth time.

Despite tearing ligaments in his knee two weeks ago at the Cadiz, Kentucky, National, Naylor, who lives in Redding, grabbed the lead just over two miles into the race and never lost the number one position, scoring his first National Hare Scrambles win of the year. ATK-backed Naylor crossed the finish line approximately two minutes ahead of his nearest rival, defending National Champion Scott Summers.

"On the last lap, my knee was hurting so bad that a couple of times it almost brought me to tears," Naylor said. "I was doing all I could just to keep it steady and hold on."

"I didn't think his knee would be a problem," said Honda's Summers. "This is a pretty easy course. It's not too physically demanding. This has been Ron's race for so many years; everybody else who comes here ends up racing for second.

"The second-place finish will help me a lot because I have a solid lead in the series," continued Summers. "Basically, I lost the battle, but I'm winning the war."

Finishing the race just over two minutes behind runner-up Summers was Team Green's Greg Zitterkopf, who finished about the same distance ahead of local AMA District 36 racer Eric Mashbir. Naylor's brother, Don, rounded out the top five overall, finishing 30 seconds behind Mashbir.

Ron Naylor, who was hoping to race the event on a four-stroke, found himself staying up late Saturday getting his 406cc two-stroke ATK ready to compete.

"I was planning on riding a four-stroke — that's what I wanted to ride," said Naylor. "But I had taken my four-stroke apart and was having a new sleeve put in the cylinder, but I never got the parts back in time, so I was up until midnight the night before the race getting my two-stroke ready — I was building a new engine for it. I never even got a chance to ride it; I basically started it up for the first time just before the race. I was worried — there's always something you forget to do, but aparently I didn't forget anything and the bike worked great."

Rain on Saturday left the 30-mile-a-lap, three-loop course muddy and slick for Sunday's race, and the 270 riders blasted off the start line in three separate waves beginning at 10:00 a.m.

After the first wave of Experts took the green flag, Naylor shot into the lead about two miles later, while the reigning champ, Summers, was mired in the middle of the pack.

"I was second off the line," said Naylor. "There's about a two-mile pavement section off the start. I was second all the way up the pavement. I took over the lead about the two-and-a-half-mile mark. As soon as we got into the dirt, the guy ahead of me kind of spun out and I took the lead."

"I had a terrible start," said Summers. "I was in 20th place after we rounded the first turn."

However, well-known for his excellent mud riding abilities, Summers picked off riders one by one and started moving up through the pack.

"I generally do well in the mud," said Summers. "Ron just knows this place too well."

"I knew Summers would be battling me the entire day," said Naylor. "He's the best mud racer in the United States. This is my kind of course, though, but it's a lot better when it's dry."

Once he had moved into the lead, Naylor tried to build up a comfortable margin as soon as he could.

"I knew it was going to be muddy, but down at the lower elevations it was pretty good conditions — good traction — so I just pushed as hard as I could for about the first half a lap. I figured I had a little bit of a lead built up, so I kind of took it easy the rest of the lap."

As Naylor completed the first lap and headed into the pit area, he soon found out that he had perhaps taken it a little too easy.

"When I pitted I was kind of surprised, because just as I was leaving the pits Greg Zitterkopf had just pulled into the pits," Naylor explained. "I only had about 30-35 seconds on him, so when I left the pits I rode real hard again for about 15 miles or so, and I built up my lead to about a minute and a half. So I just took it easy for a while, because the course was getting a little muddier and I wasn't really too concerned with Greg because I figured the muddier it got, the tougher it would be on him. Then I started worrying about Summers."

Naylor's concern for Summers was a legitimate one, as Summers moved into second place during the second lap after passing Californian Zitterkopf as well as Mashbir, Don Naylor and Tony Hendon. However, Ron Naylor managed to defend his lead.

"I maintained about the same lead over Summers as I did on Zitterkopf," said Naylor. "On the third lap, it (the course) got even muddier yet, but still not real muddy as far as East Coast terms, but out here it was fairly muddy. I stayed ahead of Scott through all the sloppy sections, and the last five miles or so it was fairly dry so I figured that I would win."

Which he did.

"I'm really happy I did so well," said Naylor. "I was kind of skeptical that I would be able to even race up here because of my knee. But since this race is a little faster and doesn't have the deep ruts like so many of the races back east, I was able to race."

Naylor finished the race in two hours and 34.12 seconds, while runner-up Summers crossed the finish line with a time of 2:36.49. Zitterkopf recorded a 2:39.30 and Mashbir a 2:41.30.

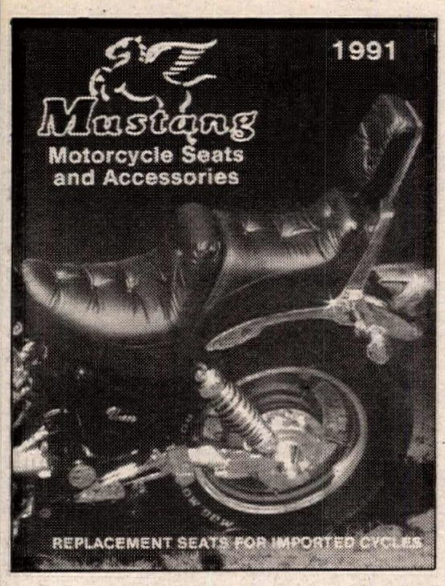
Mashbir was closely followed across the checkers by Don Naylor (2:42.2), who was also closely pursued by Curt Wilcox (2:43.05). Desert racer Dan Richardson (2:44.42) finished seventh overall just in front of ATK teammates Willy Musgrave (2:45.00) and former National Hare Scrambles Champion Tony Hendon (2:46.08). Ron LaPointe (2:48.53) rounded out the top 10.

Scoring 12th overall was another former National Hare Scrambles Champion, Australian Geoff Ballard (2:49.59). Ballard, who happened to be in town on business, borrowed a motorcycle from Summers to compete on. CN

Results

O/A: 1. Ron Naylor (ATK); 2. Scott Summers (Hon); 3. Greg Zitterkopf (Kaw); 4. Eric Mashbir; 5. Don Naylor (ATK); 6. Curt Wilcox; 7. Dan Richardson (Kaw); 8. Willy Musgrave (ATK); 9. Tony Hendon (ATK); 10. Ron LaPointe; 11. Doug Noell; 12. Geoff Ballard (Hon); 13. Harvey Whitaker (Hon); 14. Todd Damrow; 15. Shawn Doddington; 16. Colin McDonald; 17. Donald Franklin; 18. Jeff Irwin; 19. Steve Leivan; 20. Brad Holcom.

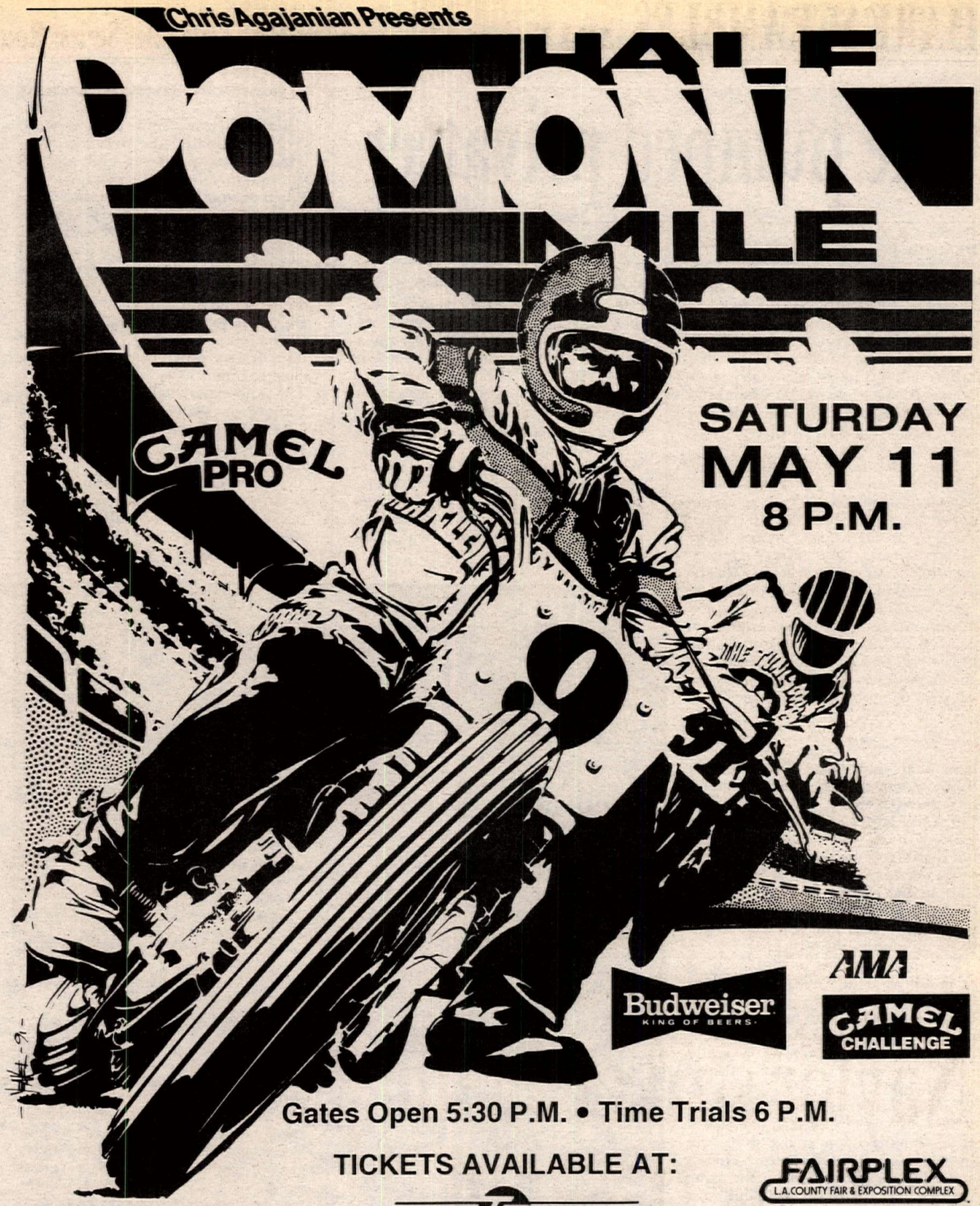
NEW PRODUCTS



Mustang's 1991 Imported Motorcycle Products Catalog includes updates on Mustang's line of seats, sheepskin woolees, naugahyde and velour seat covers, as well as BMW tank covers. The catalog may be obtained for free by contacting Mustang Motorcycle Products, Dept. CN, Town Hill Rd., Terrysville, CT 06786, 800/243-1392.

Vance and Hines Rearset Adapters are designed for Yamaha FZR600 Supersport road racing motorcycles. Machined from billet aluminum, they relocate the rider's footpegs up and back to allow for maximum cornering clearance. The adapters are AMA/CCS and WERA approved, and mount with all stock hardware and control linkages. The adapters are available through dealerships for $56.95. For more information contact Vance and Hines, Dept. CN, 14010 Marquardt Ave., Santa Fe Springs, CA 90670, 213/921-7461.

Klotz Bean Oil Racing Lubricant is a blend of fortified, degummed castor. The formula is claimed to double the protection in terms of film strength and load carrying capacity as compared to conventional racing castors. A 16 oz. bottle costs $4.67, and is available through Klotz Special Formula Products, Inc., Dept. CN, P.O. Box 11343, Fort Wayne, IN 46857, 219/748-0489. CN



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INTERVIEW Motocrosser John Dowd

One pumped privateer

By Nate Rauba
Photo by Pierre Catellier

It's been more than a month since John Dowd slithered through the mud to victory in the Hangtown 250cc National. It would be difficult to forget the privateer's ride on that rainy March Sunday, especially since he passed two-time World Champion Jean-Michel Bayle for the lead not once, but twice after falling, to earn the victory.

Since that time four rounds of the Camel Supercross Series have been run, but it would be easy to forget Dowd since there has been no trace of the 25-year-old from Chicopee, Massachusetts. His name hasn't even been mentioned, so it might be easy for the New Englander to slip into a mere memory. But when the 250cc National Championship MX Series resumes on May 26 in Mt. Morris, Pennsylvania, Dowd will be back trying to knock off the factory stars once again, driven by his own memory of Hangtown.

* * * * *

Now that you've had some time to think about the Hangtown victory, how does it feel?
I'm really happy. The mud had a lot to do with the way things turned out, but it still gets me psyched for the rest of the season. It gives me a good head start in the points. I'm just pumped up for the next five Nationals. I want to give it a shot and see what I can come up with in the series.

I'm trying to take advantage of it as much as I can. It's not too often that this happens!

Have you been able to take advantage of the win by gaining more support?
Not really. All my sponsors are really happy with me. I've got some things in the works.

Who supports your effort?
Parkway Cycles in Everett, Massachusetts, which is a pretty big shop here in the New England area. There's actually four shops run by the same family, and they deal with all four Japanese brands. There's also Dunlop, Answer, Silkolene, Alumilite, I'm dealing with FMF this year, Scott, Shoei, Acerbis, Factory Connection, Artco, who does my helmets, Sunstar and RK Chain. I just started getting support from DeVol Racing, and Boyesen helps me a lot.

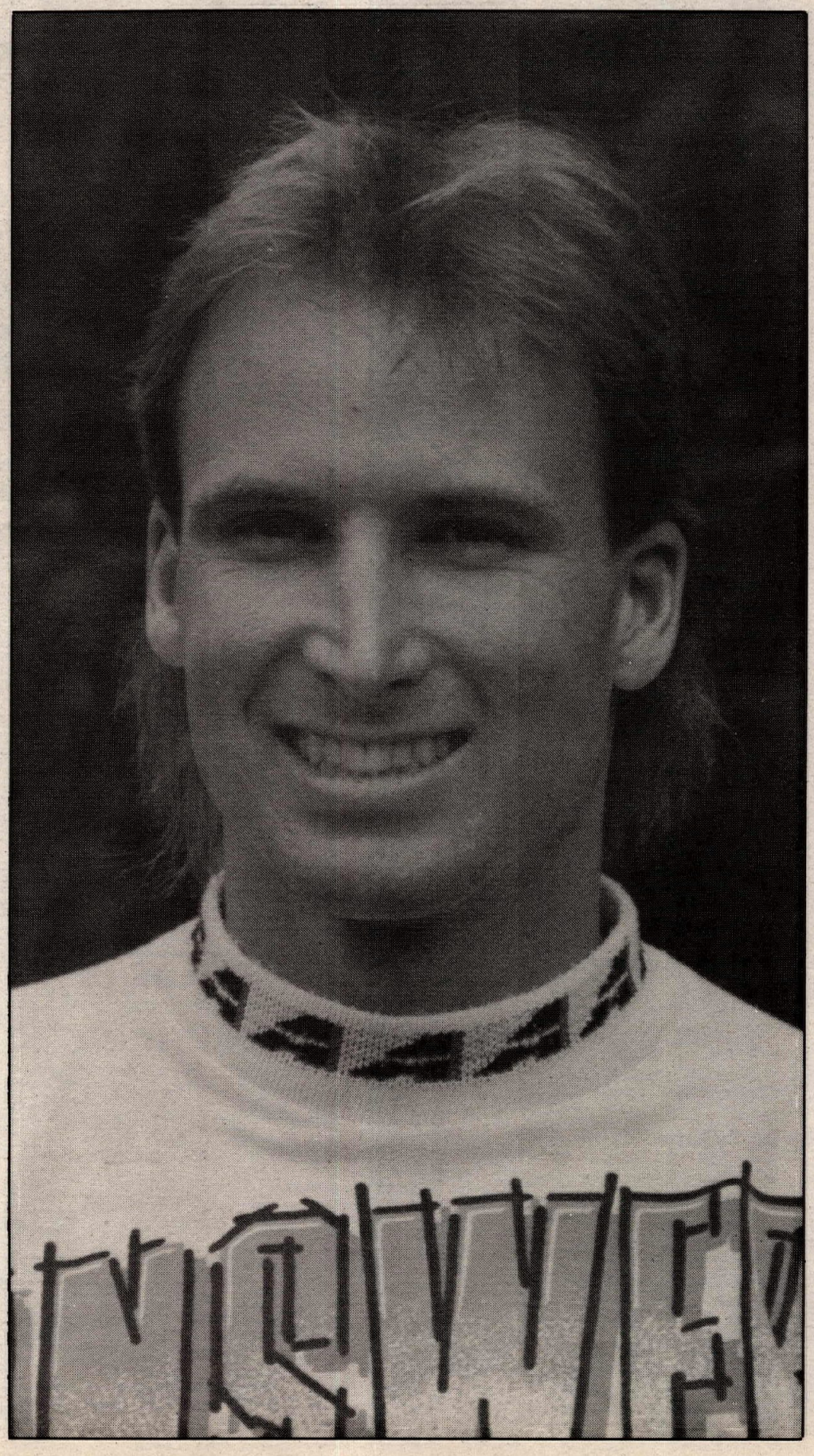
Has the Hangtown win psyched you up enough to beat the factory riders again?
Yes, it gives me confidence. I'm sure the mud had a lot to do with how well I did. It just proves that everybody out there is still human. I'm really looking forward to trying to beat some more of those guys.

At the opening National in Gainesville, Florida, you battled with Bradshaw.
Actually I was battling Larry Brooks through the whole first moto. I was behind him and just couldn't get by him. We had a wicked dice for the second half of the race. With us two pushing like that we caught up to Bradshaw. That was surprising to me.

In 1989 you finished third overall at Southwick as well, so you have proven that you can run with the top riders. Are the factory riders that much better, out of reach of the privateers? What does it take to beat them?
Factory riders are paid to be in shape, ride and practice all the time so that they're at the top of their game. They get out there and just hammer most of the time and don't slow down much.

I work during the week at a construction company owned by a friend. He gives me the time off I need to go to faraway races.

What do you do in your job?
I drive the big dump trucks, bulldozers, stuff like that. The guys on tractors at the races building the tracks, moving mud out of the way, that's what I do all week long.



So you work five days a week like most people.
Usually I work four days a week because I usually take Mondays off to relax, clean up all my gear and go through my bikes.

When do you have time to practice?
I usually ride after work. In the summer it's not too bad. I'll work until about five, and it doesn't get dark until eight or nine. I do that about two or three times a week. I like riding and don't do much training.

Do you have your own track?
We're not too bad here. There're about four or five different tracks that are close to home.

The mud experience got you through Hangtown. Do you ride in the mud a lot in New England?
Whenever it rains on the National tracks, they immediately bring in the 'dozers to clean the mess out. When it rains in New England and there're puddles and big mud holes, they just stay there and we race through them, no matter what it comes out to be. Maybe that's part of it. Whatever happens to the track, we just ride it.

So that helped you get through the streams and mud at Hangtown.
Yes. I don't know how the other guys feel, but it seemed like a lot of riders didn't want to ride in the mud. A lot wanted the event cancelled.

The mud kills your bike, which isn't good for me since I only have one Honda CR250 right now. As far as actually riding in the mud it's kind of neat.

A lot of people didn't even finish at Hangtown, but my bike did. My mechanic Brian Berry, who lives in the town next to me, kept the water from getting into the bike. Half the credit goes to him. A lot of those factory guys would've finished if their bikes hadn't died.

I had so much to do when I got home. The chain and sprockets were gone, both sets of brakes were gone, both fork seals were blown, the suspension linkage was full of junk and rusted. I was at the races here the next weekend and was still doing stuff to it that morning.

How did you feel that day when the factory riders were trying to get the race cancelled? Did you want to ride or have the event cancelled?
I had two different feelings. I wouldn't have been too upset if they cancelled because I only have one bike and knew it would get thrashed. But then again, I travelled all the way out there for that one race, so I wanted to race. I didn't want to have come for nothing. It worked out good.

Do you drive to all the races?
Yes, Brian and I do all the driving. We figure it's an opportunity to see the country. I wouldn't see half the places we go if it wasn't for racing. I kind of like it.

Since you ride a Honda, did anybody from the factory team approach you afterwards?
I was congratulated by Team Managers Dave Arnold and Roger DeCoster. That's was about it. It was really a lousy day since it was cold and raining, so nobody wanted to hang around after the race. I was parked all the way outside the pits and Arnold made his way out there after the race to congratulate me.

You plan to compete in the National Championship 250cc MX Series, but how about the Camel Supercross Series? You got the big win, yet you haven't been to any of the supercrosses that followed. What are your plans?
I don't seem to do as well at supercross. I like it, but there's a lot of traveling involved. The deal I have with Parkway Cycles commits me to the New England Championship. I'm trying to go out and do the 250cc Nationals for myself, and at the same time I have to compete here and keep my sponsor happy. They have given me a bike, parts and stuff. But I ride best outdoors.

Can you make more money racing in New England than you could as a privateer racing in the Camel Supercross Series?
If I have good day in New England, and a good day, for me, at a supercross, I can make as much or more in New England and I have far less traveling expenses. Plus I could be taking care of what could be a big parts bill with Parkway Cycles. I have to draw the line somewhere, and it ended up being supercross.

Are you making money racing as a privateer, breaking even or losing money?
I'm doing alright. At the moment it's kind of tough because I haven't seen any contingency money from my wins in the Florida Winter-AMA Series, and I've got quite a bit built up. It's the

money I need to keep going. I'm still waiting for money from Kawasaki for last year! But so far it's been profitable.

What do you hope to accomplish in the 250cc Nationals?

That's tough to answer. Everyone's dream is to become a factory rider. But I'm a lot older than most of the guys who are factory riders now. For that reason it seems it may be impossible for me to get a factory ride. But that almost gives me more incentive to try to go fast for myself. I want to do well for myself and to show other people that I'm not too old to win, even though I started racing completely on my own a few years ago. My parents never really got into it.

Exactly when did you begin racing?

In 1985, I raced a few events and then broke my arm. My first full season was '86. That year I won the Amateur Championship in New England in the first half of the season. I made the Expert class and rode that series for the second half of the season and finished ninth or 10th. I just kept going up from there.

I was the first in New England to finish in the top 10 in my first year racing the Expert class. I kept climbing up in the standings and a few seasons later won two championships. The season after that I won three. Last year I won all four, the 125 and 250cc Expert classes in the Spring and Fall Series. That's when I decided that no matter what kind of sacrifices I had to make I was going to compete in the Nationals. I had a Kawasaki Team Green ride for New England, which was an excellent deal for me, but they wanted to stay in New England this year and I wanted to go out and see what I could do for myself on the Nationals.

Since you were 20 when you began racing, had you been riding for a long time before you raced?

I had always ridden, but not steadily through the years. There were years when I didn't have bikes. My dad owns a repair garage and I grew up in there. I used to work after school and save my money to buy a new bike once in a while. I had a bike stolen once. I used to just play around in the woods. One day I went to Southwick to watch the races and I thought, "I can do this." That's how it all started. I won my very first Novice race.

How does the New England Sports Committee's championship series work, and what's the competition like there?

There's a lot of fast guys. A lot of them never leave the area because there's so much racing. There's racing every weekend, I don't think there's one weekend without a race for about eight months. We race in Connecticut, Massachusetts and New Hampshire.

Is it tough to win the NESC Championships? Can you still win titles even though you'll miss rounds to compete in the Nationals?

I can, if everything goes well and I don't have any bad luck. Last year I went to a couple of Nationals, missed two weeks of NESC racing and still won the championships.

Will you ride any 500cc Nationals?

It's still up in the air. I'll see how my financial situation is. If I can swing it, I want to hit the whole series.

How much longer do you plan to continue racing?

As long as I'm having fun. I'm far from being burned out.

Will you ride the Nationals again next year?

I'll be out there. I don't know if it will be full time, that all depends on how I do this year. You make your own way. If you go fast, you can find some help to keep going. CN

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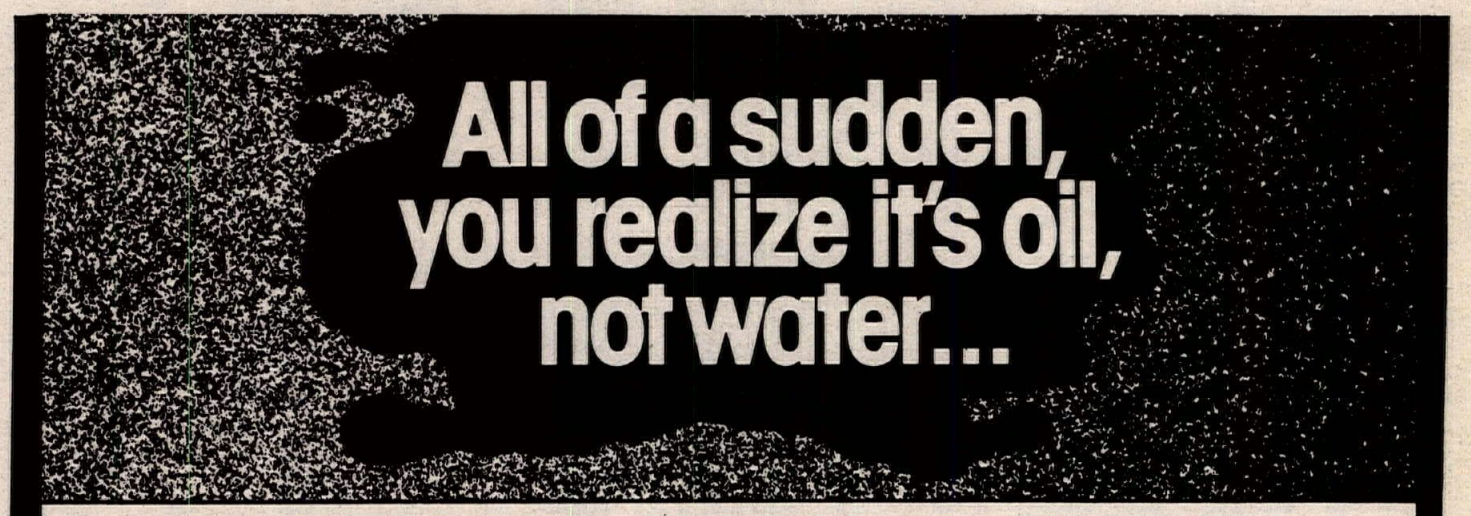

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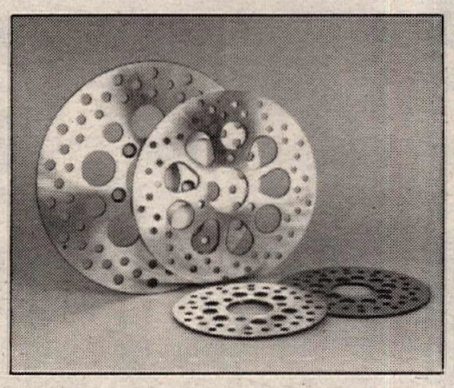

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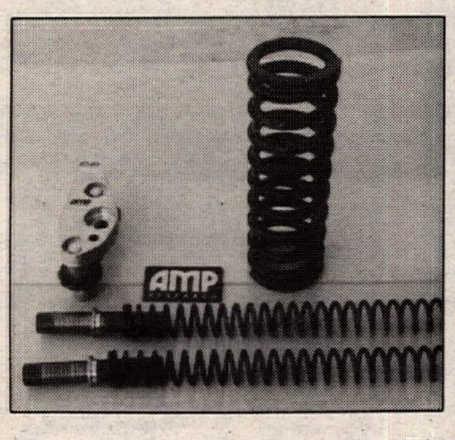
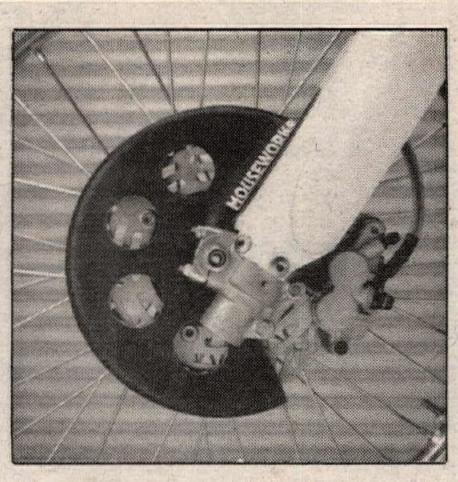
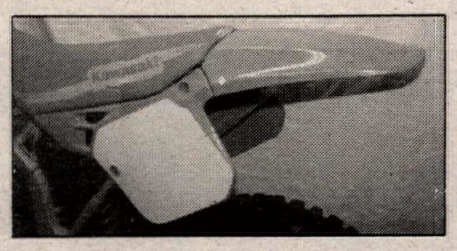


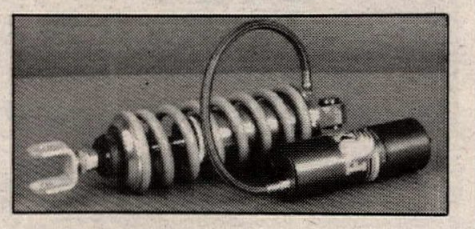
The Amp Research Suspension Kit consists of a multi-rate front fork spring kit with preload adjusters, a billet machined AMP Link, and an Eibach rear spring. The kit is claimed to give maximum suspension and handling improvements by isolating the drive system from the suspension. The kit is available for the Suzuki DR and DRS 250 and 350cc models. The kit costs $299, but each part is available individually. The fork spring kit costs $69.95, the Eibach rear spring costs $89.95, and the AMP Link costs $1559. For more information contact AMP Research, Dept. CN, 1855 Laguna Canyon Rd., Laguna Beach, CA 92651, 714/497-7275.



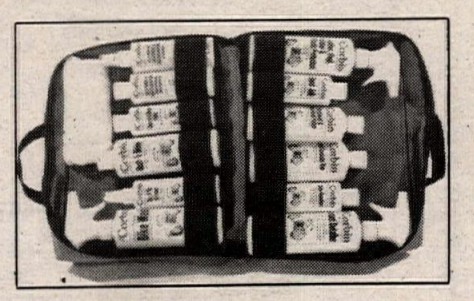
The Mousework's Carbon Fiber Front Disk Guard is claimed to offer the strength of steel at 1/10 the weight. The disc guard offers full disc rotor protection and is ventilated to maintain good brake head heat dissipation. Available for Honda CR models 1988-91, the guard costs $87.95. For more information contact White Bros., Dept. CN, 14241 Commerce Dr., Garden Grove, CA 92643, 714/554-9442.



Acerbis' OEM Fit Plastic is available for selected 1990-91 model motocrossers, and utilizes all the stock mounting hardware. Each part has recieved slight styling updates, and is designed to fit accurately. Rear fenders cost $24.95, radiator scoops cost $35 a pair, and a pair of side panels cost $45. All are available in a variety of colors. For more information contact Acerbis USA, Dept. CN, 10911-H Wheatlands Ave., Santee, CA 92071. 619/562-1440.



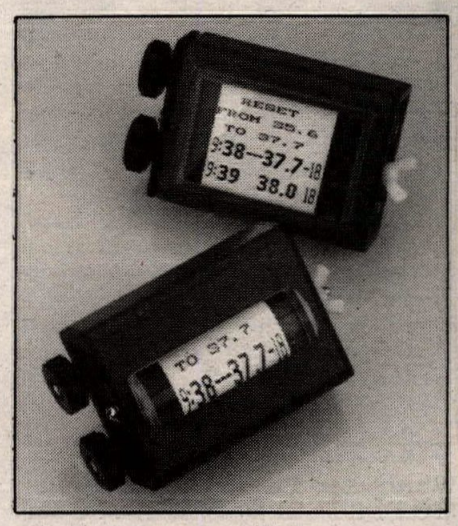
Fox Factory "Twin-Clicker" Shox feature externally adjustable rebound and compression dampening, complete rebuildability, a fade-free remote resevoir design and lightweight alloy body construction. Available to fit all single shock sportbikes and racebikes, the shocks cost $395 without springs, and $445 with springs. For more information contact Fox Factory, Dept. CN, 3641 Charter Park Dr., San Jose, CA 95136, 408/269-9200.



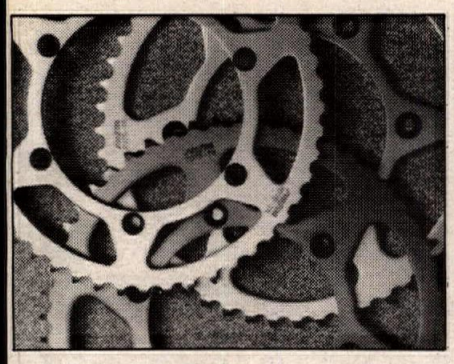
The Corbin Care motorcycle detailer's kit consists of 12 solutions for cleaning, polishing and preserving motorcycles. Each product was designed by The Wax Shop, and comes with lint free cloths and an instruction booklet for $139. For more information contact Mike Corbin, Dept. CN, 11445 Commercial Pky., Castrovile, CA 95012-0880, 800/662-6296 or 800/538-7035.

The Ultrex Quiet Rider Helmet Closure is designed to cut wind noise and helmet turbulence, stop cold and protect the neck area. The front flap opens with velcro, and is claimed to allow easy entry and chin fastening. The Quiet Rider is made of nylon supplex, and is lined with Polartek fleece. Available in black, red or blue, the Quiet Rider costs $39.95. For more information contact Noj Riding Gear, Dept. CN, 402 S. Morgan, Minneapolis, MN 55405-2030, 800/456-0485 or 612/374-2329.

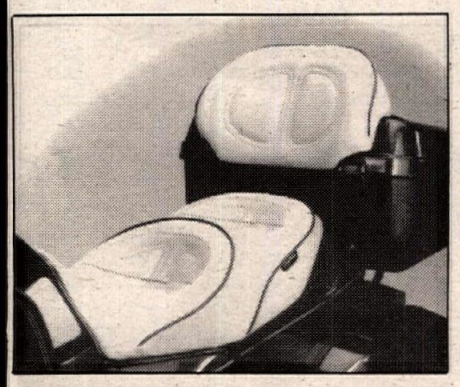
The Tourmaster Road Race Competition Glove features a padded knuckle and finger area, reinforced grip area, specially padded palm design with metal studs, and a large velcro closure. The glove is made of grade A leather and is available in three color combinations for $51.95. For more information contact Helmet House, Inc., Dept. CN, 2360 Townsgate Rd., Westlake Village, CA 91361, 800/421-7247.



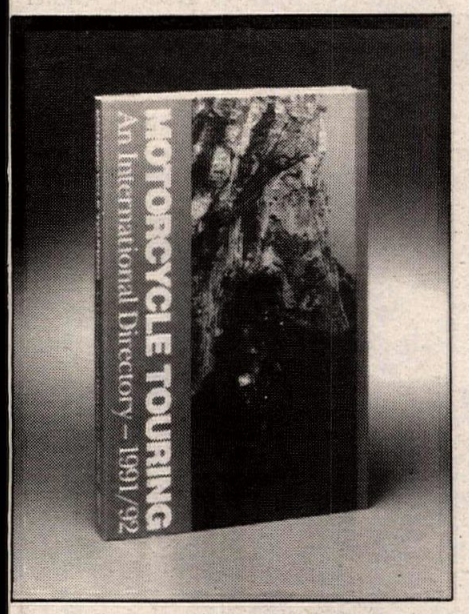
The Link Roll Chart Holder is a large capacity chart holder that measures 3 3/4" long and 2 3/4" wide and 1 3/8 deep. The end cap fits tightly and is claimed to eliminate leaks, and the knobs are molded to the shafts to eliminate set screws. The chart is available in flat or magnified models, and costs $29.95. For more information contact Link Racing, Inc., Dept. CN, 128 Research Drive, Milford, CT 06460, 800/437-0305.



Sunstar's 530 racing sprockets for the Suzuki GSXR, Kawasaki ZX7 and Yamaha FZR600 are constructed of 7075-T6 aluminum, and have an anodized copper finish. Also available for the Suzuki GSXR750 are 520 aluminum sprockets, made for all models through 1990. All sprockets are available in 41-49 tooth combinations, and 520 sprockets start at $37.31, while the 530 models start at $50.50. For more information contact Sunstar Engineering USA, Inc., Dept. CN, 307 Paseo Tesoro, Walnut, CA 91789, 714/598-9666.



Mike Corbin's backrest for large trunks replaces the stock unit and provides a larger backrest area for the passenger. Constructed of fibertech, space foam, and naugahyde, the backrest is claimed to correct the passenger's fatigue and is available for BMW RT and LT models. Designed to be compatible with Corbin seats, the backrest costs $189. For more information contact Mike Corbin, Dept. CN, P.O. Box 880, 11445 Commercial Pkwy., Castroville, CA 95012-0880.



Whitehorse Press' touring guide, MOTORCYCLE TOURING: An International Directory-1991/92, is a book that provides information on how to plan a riding vacation. 360 pages of text and photos provide complete information on 153 different tours, as well as profiles of 56 tour operators. The book costs $19.95, and is available from the Whitehorse Press. To order a copy, contact them at 154 West Brookline St., Dept. CN, Boston, MA 02118, 800/842-7077 of 617/241-5241. CN

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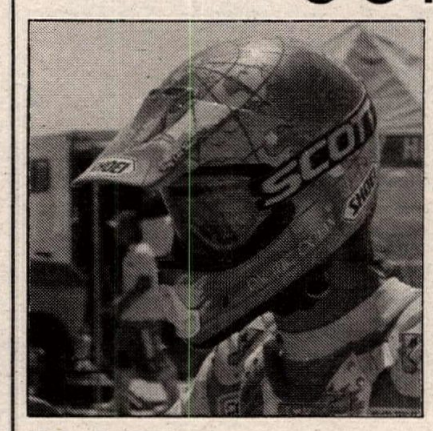

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1. Phil Lawrence (Kaw)
2. Dana Wiggins (Yam)
3. Ryan Carlisle (Kaw)

125cc Mod Int
1. Michael Brandes (Kaw)
3. Greg Rand (Kaw)

80cc Mod 14-16
1. Craig Decker (Kaw)
2. Mike Metzger (Suz)
3. David Pingree (Suz)

250cc Stk Pro
1. Phil Lawrence (Kaw)
3. Ryan Carlisle (Kaw).

125cc Stk Nov
1. Joey Pratt (Kaw)

Jr. Cycle 6-8
1. Johnny Marley (Kaw)

250cc Mod Pro
1. Phil Lawrence (Kaw)

Vets 30+
1. Greg Perolio (Hon)

80cc Stk 9-11
1. Ricky Carmichael (Kaw)

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Back from the brink?

By Alan Cathcart
Photos by Phil Masters

With the exception of Harley-Davidson, and the possible exception of Ducati, no other current motorcycle marque inspires quite such fanatical devotion among its adherents as Laverda. Owners of the meaty, mighty Italian muscle-bikes, whether twins or triples, seem to regard their mounts with a special admiration that even a Guzzi or BMW fan can't match.

But the 'laverdisti' have been having a hard time of it since the company's financial woes forced it into state-controlled bankruptcy back in 1985, for the government-financed workers cooperative that sprung from the ashes of the old family-owned firm has lacked sufficient capital to develop the much talked-of range of new models mooted for the best part of a decade — or indeed to do much else other than revamp the existing, outdated range powered by Cagiva single-cylinder 125cc two-stroke engines and Laverda's own more worthy 180-degree 8-valve DOHC twin with outlandish styling by a French North African artist, and inflict pseudo-Iberian names on them, like Hidalgo and Gaucho and suchlike. What is this — Flamenco for Foreigners? Could even the most dedicated 'laverdista' honestly be expected to part with good dollars or pounds or yen for a trail bike called the El Cid, when what he and the thousands of others like him who kept the company buoyant for so many years before an ill-advised diversification into the cut-throat Italian 125 market brought financial catastrophe upon it, really want is a 1990s version of the SFC and its lusty four-stroke road-burning kin?

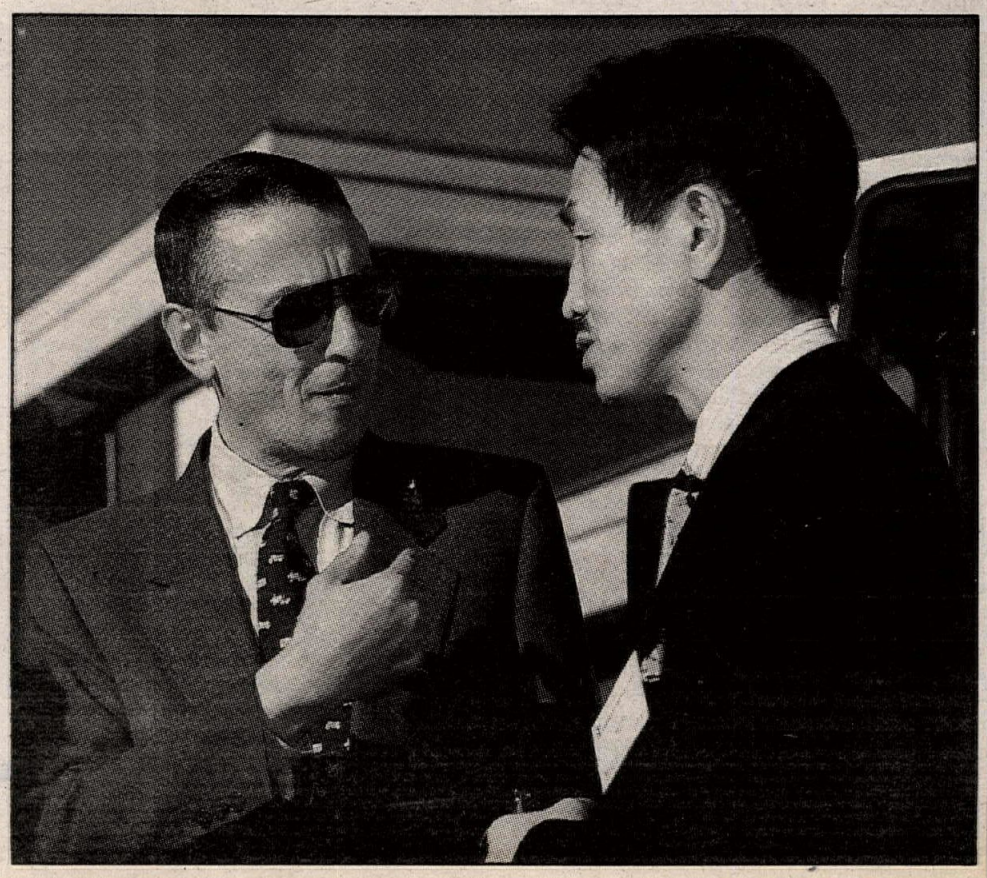
Ducati's revival since the Cagiva takeover has provided a blueprint for Laverda to follow, albeit on a smaller scale; but the problem has latterly been the same as it ever was in the years leading up to 1985 — the lack of investment capital to develop new four-stroke engines to power such born-again street racers, and a lack of imagination, or expertise, or both, to do the best they could with what they had, namely the Alpino/Montjuic-derived 500cc twin in its evolved 600cc-plus form. A potent little Ducati-beating engine capable of high revs and dazzling performance, Laverda made the mistake of trying to grab a slice of the Italian enduro market with the twin — and failing — instead of capitalizing on the perspicacity of their German importer Uwe Witt, who like others outside the factory, knew what the market wanted. At the 1986 Cologne Show, Witt displayed a bike he'd commissioned himself, a 600 twin sports bike with single-seat mono-shock Harris chassis; reception was so favorable that he tried to interest the factory in taking it over, but by then Laverda was in the hands of the bean-counters, and there was no interest. At that point, reasoned the 'laverdisti', the company was doomed; they seemed to be right, when the Laverda stand at the 1990 IFMA Show at Cologne last September was cancelled at short notice (thus incurring a stiff financial penalty), amidst rumors that it had finally bitten the dust. One more famous European marque in the dustbin of motorcyling history. . .

Well — maybe not. For while Italian bike freaks around the world were mourning Laverda's demise, rumors started to filter through from Japan to the effect that a Japanese company — but *not* one of the Big Four — was in the process of acquiring a majority interest in Laverda, intending to use the name to market a wide range of Italian products, especially ready-to-wear fashion but also including motorcycles, in Japan, where Italian food, style, clothes and cars, not to mention bikes, are presently all the rage.

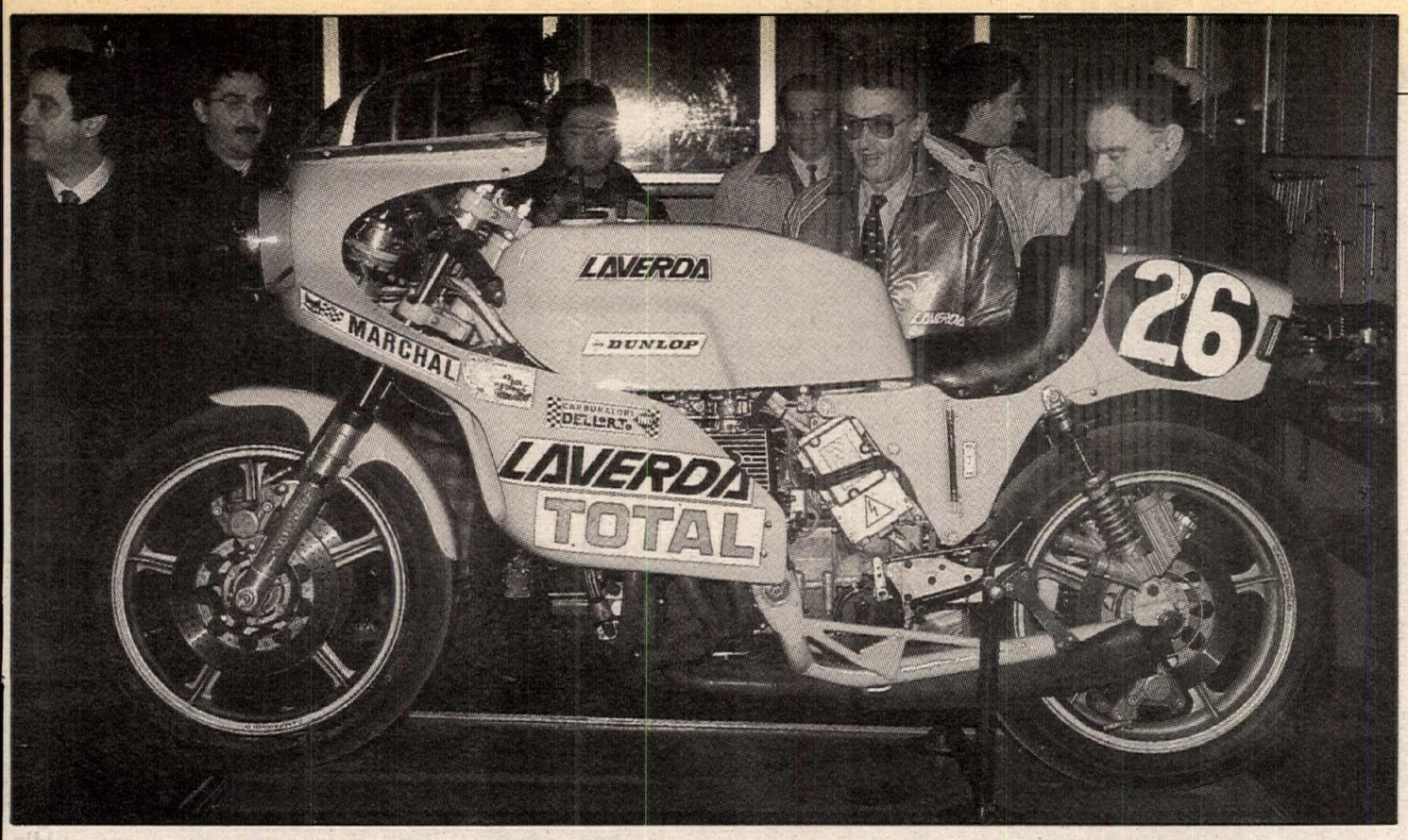
Further investigation even yielded the name of the company, a huge conglomerate named Shinken Corporation, itself the retail subsidiary of the giant Yamazaki Mazac Co., a manufacturer of engineering machinery of various kinds. According to impeccable sources, Shinken was reported to have acquired at the very least 51% of Laverda in a deal concluded secretly before the Cologne Show, but together with Laverda executives had decided to keep the deal secret for various reasons, running the company in conjunction with existing management through a third company wholly owned by Shinken and set up expressly for the purpose, named Global Interface Inc. Assuming this to be true, if the reason the Japanese were reluctant to reveal the extent of their investment in Laverda was for fear of a backlash against an Oriental takeover of one of Italy's most famous marques, they must have been surprised by the reaction from around the world to this news, which was almost universally favorable. At last, reasoned the 'laverdisti', someone had come along who realized the power of the Laverda name and appreciated the potential wrapped up in the factory, which needed a cash injection and sympathetic marketing to unlock. The news that Shinken was considering making a batch of pseudo-SFCs fitted with 400 and 750cc GSXR Yoshimura Suzuki engines to generate some cash flow and make the marque better known in Japan to the youth market, many of whom have never heard of Laverda, was bearable since they also were understood to have firm plans to market a street version of the fabulous V-6, as well as develop a future range of new engines and models. Salvation was at hand!

Having been invited to attend the press conference announcing Shinken's involvement in Laverda together with a group of Japanese fellow-journalists, who were to be brought over to Italy to be shown the Laverda factory and witness the signing of the agreement, I was mildly concerned when this was twice postponed before Christmas: surely no last-minute hitch in the deal? But then came the final summons to Breganze, where on January 19, 1991, an agreement was formally penned between Takao Chinoi, President of Shinken Corporation, and — *not* Nuova Moto Laverda, as the workers co-op is formally known, but with Domenico Zanini, President of the Gruppo Zanini, a Vicenza-based merchant bank active throughout northeast Italy and abroad — especially Switzerland, where much of its funds are rumored to come from — which owns a 25% shareholding in Laverda, the maximum possible private investment in a state-financed cooperative presently permitted under Italian Statute No. 49, known as the 'Legge Marcora'. In other words, what we had been gathered to witness was *not* an agreement of any kind between Shinken and Laverda, but an 'accordo de collaborazione' between Shinken and the Zanini Group, as a result of which the two companies agreed to form a joint

(Left to right) Banker Domenico Zanini, Laverda worker co-op leader Nicola Lievore, and Takao Chinoi of Shinken.

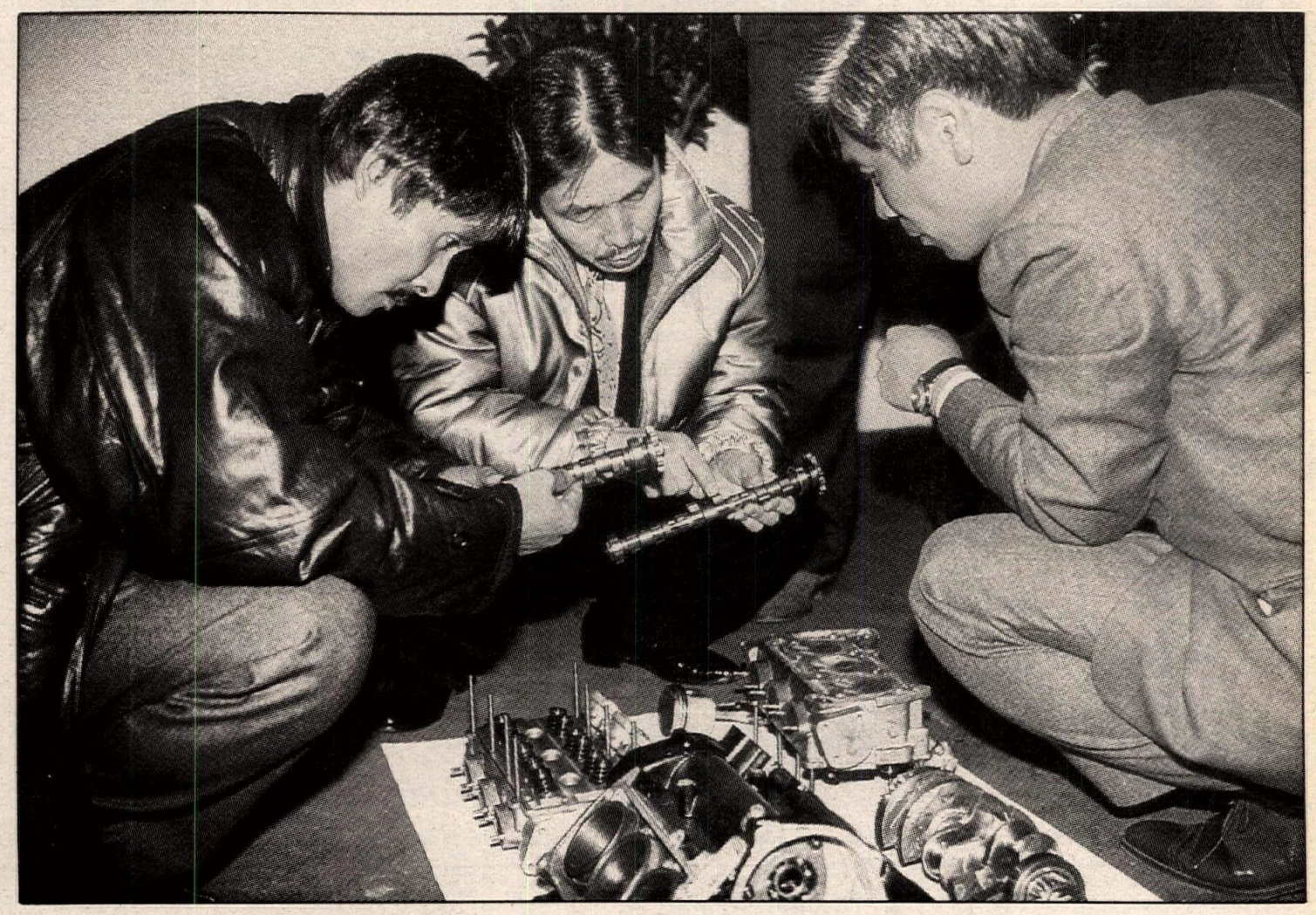


Massimo Laverda and Takao Chinoi, president of Shinken Corporation of Japan, discuss the joint venture.



After that — well, that's as far as it goes right now: none of the parties will speculate any further into the future, especially as regards the family of new water-cooled DOHC multi-valve engines — a crossways 750cc triple sports bike, a lengthways 750cc triple sports tourer, a V-twin and a 1200cc V-6, all derived from the original V-6 prototype but fitted with EFI and otherwise updated — which Angelo Ferrari dreams of developing. If he had the cash. Which he doesn't. Yet. What *will* almost certainly be built later this year is another batch of RGS1000 Jotas, fitted with the original air-cooled three-cylinder engine but with oil-cooled cylinder head. Ferrari claims that in this form, the bike will pass EEC noise and emission controls, though formal homologation has not yet taken place even in Italy.

Under the new joint venture, Laverda plans to produce 25 replicas of the Laverda V-6 which will sell for $65,000.



(Left to right) Fujio Yoshimura, Takao Chinoi and Masatoshi Tanaka examine Laverda V-6 engine parts.

venture in Japan known by the catchy name of Kabushiki Kaisha Laverda Japan. Hai! Reading verbatim from the press release, which the inevitably anodyne speeches of mutual self-congratulation at the signing ceremony failed to elaborate on, the new KKLJ company was capitalized with 400,000,000 yen, a handy sum not unadjacent to $2.6 million (though in what proportion the two partners put up this sum was not revealed), and has as its aim "the commercialization of whatever high quality products which, bearing a recognized Italian brand name, may be of particular interest to all markets in the Far East." In other words, we were witnessing the launch of an Italo-Japanese trading company who appeared on the face of it to have borrowed Laverda's name and offices in order to get themselves off the ground. The statement added that "The first business of the new company will obviously be directed towards the relaunch of the Laverda marque which, especially in the Far East, is still very much alive and appreciated. Not only motorcycles will be distributed under this name, but also the new, prestigious Supercar." The rest of the press release (10 pages out of 12) was then devoted to detailed drawings and description of the vehicle we then all trooped into the old Laverda race shop to inspect — a V-6 turbo Nissan-engine Group C racing car (with British-built March chassis, unless I miss the mark) which Shinken plans to put into production in street form under the Laverda name for sale in Japan, complete with rear-facing video cameras instead of wing mirrors and such other Bondian gizmos as — I kid you not — a portable fax machine. In a Group C racing car . . . !

In case the assembled band of motorcycle journalists were miffed to discover that KKLJ, and therefore by definition Shinken, were more interested in developing a street-legal racing car that would be homologated in Italy for sale to seriously rich Tokyo yuppies, there was news of a two-wheeled project as well: the construction of 25 exact replicas of the V-6 Laverda endurance racing prototype, which was then wheeled out so that a fortunate handful of lucky riders — including, I must admit, yours truly — could have the honor of sampling it from the hot seat. Construction of these faithful copies of the 13-year-old bike, rather than any updated, street-legal version that could be ridden on the road, will apparently be available in due course via KKLJ for the nice round sum of 10,000,000 yen ($65,000), though who would be expected to part with this sort of money for a *copy* of the priceless, original V-6 — especially one that can't be used on the road, isn't exactly clear. After all, the whole point of your F40 Ferrari or 959 Porsche (or future Cagiva-Ferrari bike) is that it *can* be ridden down the Champs-Elysees or Via Veneto or Park Lane *if* you feel like showing it and your bank balance (or borrowing power) off. You don't *have* to do this, but you do have to know that you *could* — a fact Shinken themselves implicitly acknowledge by endeavoring to make the Laverda/March-Nissan street-legal: "We have always dreamed of manufacturing Group C cars which can be run on public roads in Japan," says the press release.

More realistically, Shinken is also seeking to serve Laverda's traditional market by reviving the 600 Harris-Laverda sports bike in updated form with upside-down forks, 17-inch wheels, revised steering geometry, and fuel-injected long-stroke 668cc version of the 180-degree DOHC Montjuic-type parallel twin. Laverda's current chief engineer, Angelo Ferrari — formerly in charge of Lamborghini's off-road division until he joined the company three years ago — has had such an engine under development for some time, for fitting in the hopefully stillborn El Cid. Steve Harris has pulled his drawings off the floor and the jig out of the cellar, and is examining ways of updating the chassis, with the aim of getting a prototype to Japan in time for the big race meeting at Tsukuba on May 2-3, which Shinken will sponsor under the 'Laverda Cup' banner, and will see the Japanese launch of the Supercar, as well as almost certainly the prototype V-6 and the Harris-framed 700.

The one thing that is evident after witnessing the formal tie-up between Shinken and Zanini to utilize the Laverda name and market some of its products in Japan, is that we don't know the full story: all you see is not all there is. One can only speculate on what has really taken place under the table, in the form of unpublicized subsidiary agreements, one or more of which may have indeed given Shinken overall control of Laverda or, equally likely, given the Japanese the option to acquire a controlling interest at a future date. In that connection, the survey of the surrounding circumstances which follows will allow the reader to make his deductions as to what has really taken place. What seems certain is that, once again, Laverda has been pulled back from the brink, saved this time by an intervention from the Orient. If, as seems quite possible, the result will be to build the sort of bikes in Breganze once again that they should have been building all along, that's all that really counts.

NEWS Laverda, Japanese form joint venture

Supplementary Evidence:

Rumors and Realities

Unlike in other countries like Britain, where memories of the disastrous Triumph motorcycle cooperative are only too vivid, Italy has many workers cooperatives operating successfully, governed by the so-called 'Legge Marcora' under which, provided they fulfill certain criteria (including a limitation on the amount of private capital invested — a sort of means test), such cooperatives are able to receive substantial grants as well as interest-free for the Italian State. Laverda is presently the only Italian cooperative producing motorcycles (though the bankrupt Fantic factory may shortly also join them), and was founded in May 1989 after the Milan-based investment house Prinefi, owned by the Rinaldini family, decided to shut the factory down. Prinefi had acquired the Laverda family's shareholding in the company in 1986 for the princely sum of 1000 lire ($.50) in a takeover negotiated by the court-appointed receiver who took over day-to-day running of the insolvent company in March 1985. Prinefi had hoped to find a buyer for Laverda, but were unable to do so; at the point they pulled out, the workers cooperative took over, now headed by Nicola Lievore, a former assembly line worker. There are presently 60 members of the cooperative, all long-time Laverda workers.

* * * * *

Nuova Moto Laverda, as the co-op is known, had as its original president Ugo Holzer, chairman of the League of Cooperatives of Vicenza Province (there are that many of them!). He brought in the Gruppo Zanini, a merchant bank and financial services company active in the Vicenza area, whose president Domenico Zanini acquired the maximum 25% of Laverda shares permissible under the Legge Marcora for his company, though it is understood Zanini stands to receive a somewhat higher percentual share of eventual profits in return for his investment. The size of this is unknown, but it's believed that keeping the 60 cooperative members employed over the past 18 months, together with other factory overheads, has cost in the region of 2.5 billion lire ($1.9 million). It's unclear if any of this sum was provided by government funds.

* * * * *

Having satisfied an industrial court that they constitute a cooperative under the terms of the Legge Marcora, Laverda should by now have received a sum believed to be four billion lire ($3.1 million) agreed by the Italian government in Rome as a cash handout due them under the law. In addition, they have also been granted a low-interest state loan of 10 billion lire ($7.9 million) at just 3.5% (against anything up to 18% on the open market) which is repayable only after 10 years. The purpose of this generosity is to enable the cooperative to get back on its feet again, with a view to returning to the private section, either via a share flotation or outright sale, in due course before the 10 years are up. However, if a sale takes place within three years of the date of receipt of the funds, both loan and grant must be repaid in full — a sale being constituted by increasing the private capital in the company to more than 25% at present.

However, although the terms and amounts of the government aid to Laverda were agreed last autumn, no cash has yet been received from Rome. Lievore publicly attributes this to 'bureaucratic delays', but two other reasons for the delay have been canvassed: one is the political infighting between shades of political opinion which might make the Socialist government in Rome delay handing out cash to a cooperative championed by its political rivals, while the other is the rumors of the Japanese takeover which reached Rome after IFMA last fall; were this to be the case, the money would not be forthcoming — undoubtedly one reason Zanini and Laverda executives were at such pains to sooth the ideal that Shinken have bought a controlling interest in Laverda. But the money still hasn't been paid. . .

* * * * *

In 1992, the 25% ceiling on private shareholding in a state-aided cooperative will be raised to 50%, with the private shareholder also able to nominate the president of the company, thus effectively giving him/them control. It is not known if Zanini plans to avail himself of this opportunity vis-a-vis Laverda.

* * * * *

At the press conference, Domenico Zanini revealed that the Italian shareholding in Laverda Japan would be split 80% to Nuova Moto Laverda, and 20% to Gruppo Zanini. But the split between Shinken and the Italians was not revealed.

* * * * *

All Laverda motorcycle products developed in conjuction with KKLJ — e.g. the V-6 replica — will also be sold in other countries through the Italian factory.

* * * * *

When asked why Shinken, a company with no previous motorcycle connections, should want to become involved in selling motorcycles (especially those made by such a troubled company as Laverda), Shinken president Takao Chinoi pulled out a business card with a color photo of a 'gull-wing' Mercedes 300SL on it. Apparently, Shinken already imports replicas of this classic sports car into Japan from California, with some success. The Group C Laverda Supercar project thus appears to be the principal immediate interest for Shinken, for whom the chance to market a street-legal racing car homologated in Europe (Andorra? San Marino?) for use on the public highway, which thus entitles it to be sold for the same use in Japan, ties in with their existing activities. Some wonder whether the Group C car project is in fact The Deal, with bikes a sort of optional extra . . .

* * * * *

. . . but there again, one of the members of the Japanese group visiting Laverda was none other than Fujio Yoshimura, who now that his legendary father Pops is in semi-

Sixty long-time Laverda employees, who are now members of the workers cooperative, Nuova Moto Laverda, currently man the factory in Breganze, Italy.

retirement, heads up the Yoshimura company back in Japan. Having recently lost their exclusive link with Suzuki to build four-stroke racing bikes for the factory, Yoshimura is looking out for new projects, and his friendship with Chinoi-san led to Fujio being invited on the trip to look the factory over and check out possiblities for future collaboration.

"I like what I see," said Fujio as he inspected various V-6 components and prototype drawings. "The 700 twin looks (like) a good engine with a lot of potential, and I have some ideas how we can get involved here with other motors." So perhaps the Yoshimura-Laverda SFC may yet become reality . . .?

* * * * *

Though no longer involved with the company he ran for two decades, Massimo Laverda was present at the Shinken visit, and even made a couple of laps of the factory test track on the V-6, with a borrowed helmet and in his business suit with his trousers tucked in his socks. Now a freelance engineering consultant working mainly in the automotive field, he regards the Shinken deal as "the best thing that's happened to Laverda in almost a decade. These people are able to reap the advantage of the assembled technology that is stored inside Laverda — they know how to get it out, and make good use of it. This is a happy day for me, and for all the 'laverdisti' around the world."

* * * * *

Massimo Laverda, now 53 years old but as youthful and enthusiastic as ever, is laying plans for a major gathering of Laverda owners from all over the globe in Breganze, Italy, in mid-September — dates still to be finalized. He plans to unveil the many prototype and factory racers he's restored since stepping down from the company in 1986, including some unusual triples which never reached production. The association of Laverda Owners Clubs now has almost 5000 members in over 20 different countries.

* * * * *

Had it not been for the financial disaster which struck the company, Laverda would have invented the Gilera Saturno before Gilera did (at the behest of the Japanese C.Itho Co.). In 1985, Laverda had already produced drawings of a single-cylinder cafe racer fitted with the Gilera Dakota engine that in due course would be fitted to the Saturno, but at that stage had yet to be publicly launched. Laverda had already held preliminary talks with Gilera about getting supplies of the engine for their roadster, which would not have conflicted at that stage with any planned Gilera model. But the Laverda bankruptcy put an end to this project.

* * * * *

Finally, a thought to end with: is it likely, one wonders, that as astute a businessman as Takao Chinoi must evidently be, would he make such a strong committment to a joint venture with a financially-rocky company like Laverda without taking the necessary precaution of assuming some control over the means of production by purchasing a controlling interest in it — or an option to acquire same? It just doesn't add up, unless. . . .

Next week we will present Alan Cathcart's riding impression of the Laverda V-6 . . . Editor.

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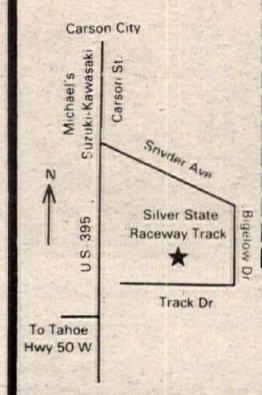

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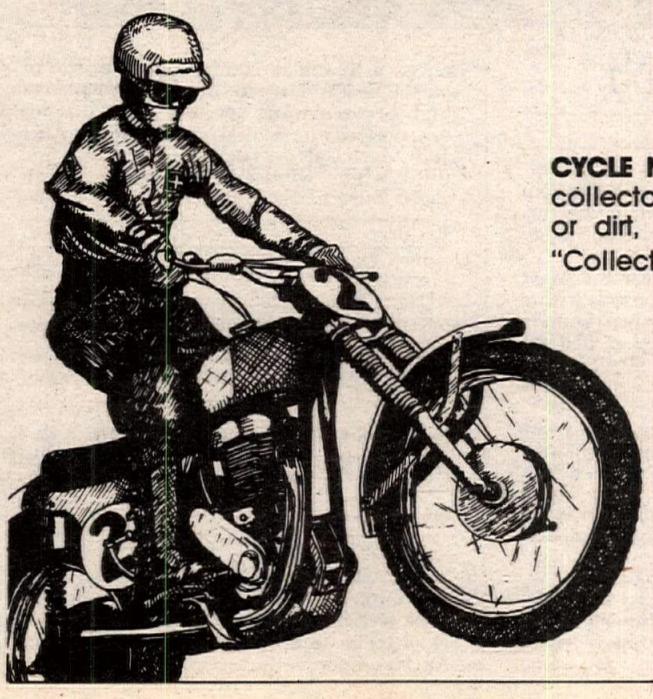

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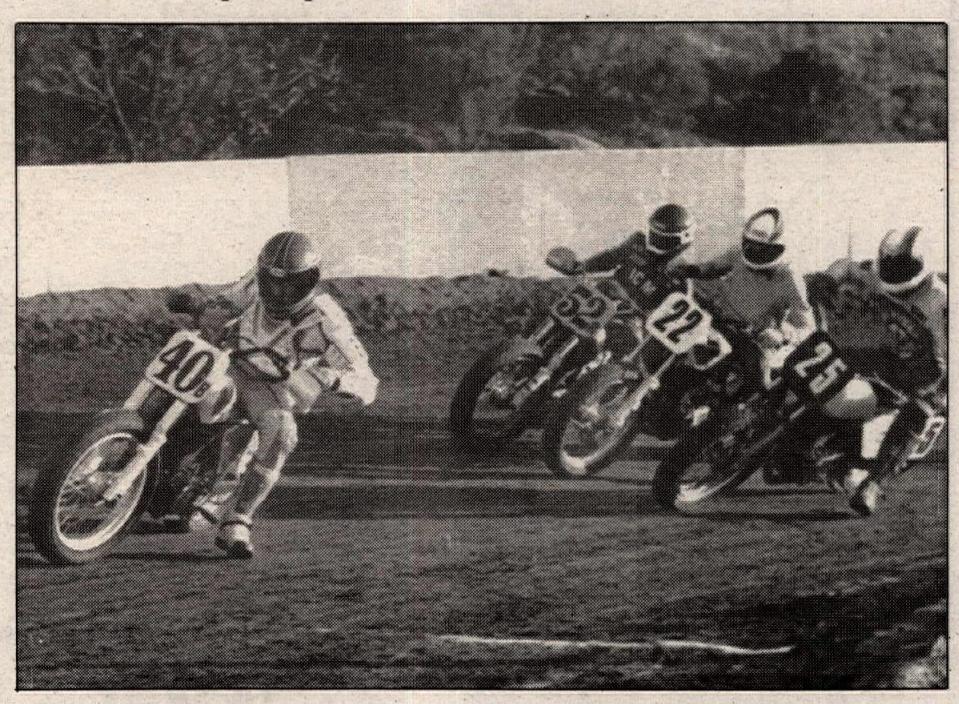
LOCAL EVENTS

Jason Reed (144) grabbed the holeshot ahead of Brad Schultz (117), Steve Moore (21) and Tracy Asher (392) at LACR MX.

Loren Bjorkman (40B) led Jim Kesler (52), Gary Smith (22) and Nigel Gale (25) in the first Open Expert heat at Carlsbad Short Track.



Aragon attacks Carlsbad ST

By Greg Booth

CARLSBAD, CA, APR. 13

Mark Aragon has been knocking on the door for a long time and finally put it together to take the 250cc main event at Carlsbad's Saturday night short track.

Dennis Voll took the first heat and Mark Ledbetter the second, but Aragon was within striking distance in both heats. When the main event got under way, Ledbetter pulled the holeshot, but going into turn three Aragon made a spectacular pass to take the lead and held it to the checkered flag.

The action was hot and furious in the Open Expert class. In the first heat, Gary Smith went down and was unavoidably hit by Jim Kesler. Kesler was able to restart, however Smith sustained a broken hand and concussion. Kesler took the restart victory. The second heat went to Lester Alter.

The main event saw Loren Bjorkman take the holeshot and lead until Kesler got under him in turn one on lap nine. But Bjorkman passed Kesler back on lap 10 on the back stretch and led into turn three, but Kesler repassed Bjorkman coming out of turn four on the next-to-last lap. Bjorkman then went high between turns one and two when his bike popped into neutral, which allowed Alter and Nigel Gale to pass to take second and third behind winner Kesler. Bjorkman salvaged fourth.

Results

OPEN EX: 1. Jim Kesler (Yam); 2. Lester Alter (H-D); 3. Nigel Gale (Yam); 4. Loren Bjorkman (Yam); 5. Rick Schroeder (Suz).

250: 1. Mark Aragon (C-A); 2. Mark Ledbetter (Kaw); 3. Dennis Voll (Yam); 4. Bill Lifshin (Yam); 5. Brett Bemis (Yam).

OPEN JR: 1. Dave Pelton (Hon); 2. Joseph Roberts (Yam); 3. Joe Francisco (Yam); 4. Steve Gorby (Yam); 5. Peter Mayforth (Yam).

Asher's consistency paid off at LACR Motocross

By Tony Alessi

PALMDALE, CA, APR. 14

Tracy Asher didn't win a moto all day, but determination combined with consistent rides paid off with the overall win in the 125cc Novice class during CRC Motocross at Los Angeles County Racing. The riders faced a challenging track set with quadruple and triple jumps, three different sets of rockers and numerous plateau jumps.

A large gathering of 125cc Novice riders turned out, making starts critical. Jason Reed pinned the holeshot at the start of the first moto. While Reed set the pace out front, Brad Schultz, Steve Moore and Asher began a three-way battle which became a race for the lead when Reed crashed during lap two of the 10 lap moto. Schultz was hanging tough, but Moore and Asher were pushing hard from behind.

At the halfway mark both Moore and Asher moved past Schultz, who could no longer keep pace with the leaders. Both Moore and Asher fought it out to the finish with Moore holding on for the win in front of Asher and Reed, who recovered from his early fall to finish third.

Reed again led the way at the start of the second moto but threw it away on the second lap and fell back to midpack. Gary Carlson assumed the lead and was riding on the wild side in front of Schultz and Asher. Moore started 17th and compounded his situation with a fall in the back area of the track on the first lap.

At the halfway mark Carlson began to pull out a lead but kept the issue in doubt every lap with his wild, feet-off-the-pegs riding. Asher went down while pursuing Schultz.

"I fell before the triple and was lucky my bike started on the first kick because when I got up Moore and Wasnea were right there," Asher explained.

Moore glued himself to the back of Asher and the battle for third and the overall win began since leader Carlson finished sixth in the first moto and was not a threat for the overall. When the checkered flag waved it was Carlson with the win followed by Schultz, Asher and Moore.

Results

P/W A: 1. Todd Gosselaar (Yam); 2. Daryl Ecklund (Yam).

P/W B D-1: 1. Robby Roberts (Yam); 2. Marcus Round (Yam).

P/W B D-2: 1. Michael Bragg (Yam); 2. Jerry Martinez (Yam); 3. Caleb Gosselar (Yam); 4. James Sendelbach (Yam); 5. Jack Haden (Yam).

60 0-8: 1. Tyson Tittlemier (Kaw); 2. Blake Viens (Kaw); 3. Brandon McKay (Kaw).

60 9-11: 1. Shad Viens (Kaw); 2. Ito Posca (Kaw); 3. Michael Young (Kaw); 4. Chris Gosselaar (Kaw); 5. Jason Larkin (Kaw).

80 BIG WHL: 1. Derek Bumgardner (Kaw).

80 BEG: 1. Rick Elrod (Kaw); 2. David Walters (Hon); 3. Sean Medieros (Kaw); 4. Eric Anderson (Kaw); 5. Cameron Davidson (Suz).

80 NOV: 1. Chiris Neitzel (Kaw).

80 INT: 1. Jason Reed (Suz).

JR VET BEG: 1. Jim Tatone; 2. Jean-Charles Meynet (Hon); 3. Lior Verner (Hon); 4. Chris Betze (Yam); 5. Chris Foland (Yam).

JR VET NOV: 1. Jack Kell (Suz); 2. Greg Keim (Yam); 3. Paul Zelinsky (Kaw); 4. Manny DelCampo (Suz); 5. Marc Prince (KTM).

JR VET INT: 1. Frank Betcher (Hon); 2. Darren Elliott (Hon); 3. Greg Atkinson (Hon).

VET BEG: 1. Mark Huston (Kaw); 2. Mike Jervey (Hon); 3. Remy Pamintuan (Hon); 4. Greg Haber (Hon); 5. James Randall (Hon).
VET NOV: 1. Marc Prince (KTM); 2. Bret Greening (Kaw); 3. Tony Mason (Yam); 4. Craig Wells (Hon); 5. Herbert Allen (Kaw).
VET INT: 1. Greg Keim (Yam); 2. Charlie Strong (Hon); 3. C.R. Brunson (Yam); 4. Jere Mason (Yam).
VET EX: 1. Jay Irwin (Hon); 2. Ron Gibson (Kaw); 3. Mike Bosworth (Suz).
SR BEG: 1. Dan Fields (Yam).
SR EX: 1. Stewart Rogers (Yam); 2. David Rogers (Hon).
125 BEG: 1. Ryan Spaeth (Kaw); 2. Fred Ogrim (Hon); 3 Steve Stancer (Yam); 4. Carl Carlson (Suz); 5. Steve Smith (Kaw).
125 NOV: 1. Tracy Asher (Suz); 2. Steve Moore (Suz); 3. Garey Carlson (Kaw); 4. Brad Schultz (Suz); 5. Jason Reed (Suz).
125 INT: 1. Bob Sage (Kaw); 2. Lex Malan (Suz); 3. Jason Simons (Kaw); 4. Scott Gvesrude (Hon).
250 INT: 1. Colin Couto (Kaw); 2. Bill Sauro (Hon).
500 INT: 1. Franklin Betcher (Hon).
125 PRO: 1. Tony Sulek (Kaw); 2. Terry Swanson (Suz); 3. Troy Welty (Hon).
250 PRO: 1. Ken Neitzel (Kaw).
250 BEG: 1. John Bartol (Yam); 2. Bryce Barker (Kaw); 3. Chuck Kober (Kaw); 4. Bob Wood (Hon); 5. Jamie Young (Yam).
250 NOV: 1. Jared Jacobsmeyer (Yam); 2. Eric Martin (Hon); 3. Jack Kell (Suz); 4. C.T. Watanaba (Yam); 5. Steve Moore (Yam).
500 BEG: 1. Jean-Charles Meynet (Hon).

Verbooli victorious at Cycleland Motocross

By Michael Rich

CHICO, CA, APR. 21
Chris Verbooli made his first trip to Cycleland Speedway a successful one as he swept both motos of the combined 250cc Novice/Junior race.

Jerry Douglas pulled off the first moto holeshot, followed closely by Darrin Delorme and Matt Talbott. As the three riders completed the first lap, Talbott rammed Douglas, sending both riders to the ground, as Delorme took the lead with Verbooli in close pursuit. On the third lap, Delorme stalled his bike in a hairpin allowing Verbooli to take the point. Once in front, Verbooli opened up a commanding lead and held it to the finish. He was followed across the line by Delorme, Talbott and Douglas.

Douglas again took the lead at the start of the second moto, but on the second lap Verbooli took the lead with a pass over the doubles. After being passed by Verbooli, Douglas found himself under attack from Delorme. On the third lap, Delorme found a line around Douglas and set out after the leader, but Verbooli was not about to be caught and maintained his lead to the checkers. Delorme finished second, with Douglas coming in third — first Novice.

In the Pro race, Tom Odekirk got the jump on the field and led the pack around the first turn, followed closely by Loweli Moural Jr. and Brad Wilson. Moural pressured Odekirk all the way around the track and finally made the pass through the rockers. Wilson closed in on Odekirk and passed him as well over the huge doubles. By midrace, Moural had built a substantial lead. Wilson was feeling the heat from Ken McKenzie, who had worked his way up from a poor start, and when the two reached the smaller doubles, Wilson decided to go around and McKenzie was able to make the pass in midair. Moural scored an easy win, followed by McKenzie and Wilson.

Odekirk took the lead at the start of the second moto with Moural and Wade Wilson following close behind. By the second lap, Odekirk built up what appeared to be a safe lead, but Moural was able to chip away at the lead until he was close enough to attempt a pass on lap eight. As the two riders approached the smaller doubles, Odekirk moved over and let Moural by. Moural went on to win as Odekirk maintained second until the last turn of the race when Wilson stuffed underneath him to steal second on at the finish.

Results

50: 1. Kevin Shimizu (Yam); 2. Kurtis Weber (Yam).
60 NOV: 1. Steve Shimizu (Kaw); 2. Nikki Harris (Hon).
60 JR: 1. Evan Laughridge (Kaw).
MINI NOV: 1.Josh Fisher (Kaw); 2. Dale Hoofard (Yam); 3. Joe Hart (Kaw).
MINI JR: 1. Justin Brown (Yam).
125 NOV: 1. Alan Ramirez (Hon); 2. Lee Richards (Kaw); 3. Aaron Rogers (Hon).
125 JR: 1. Jason Ritchey (Hon); 2. Jim Ferguson (Hon).
250 NOV: 1. Jerry Douglas (Yam); 2. Mark Bollinger (Suz).
250 JR: 1. Chris Verbooli (Hon); 2. Darrin Delorme (Suz).
OPEN NOV: 1. Nate Cagle (Hus).
VET NOV: 1. Randy Howarth (Suz); 2. Jerry Douglas (Yam).
VET INT: 1. Mike Croll (Yam); 2. John Nolind (Hon).
EX/INT: 1. Lowell Moural Jr. (Hon); 2. Brad Wilson (Suz); 3. Ken McKenzie (Suz).

Nagy nails Hurricane Hills Motocross win

By Carla Nelson

CLIFFORD, PA, APR. 14
Steve Nagy won the 250cc Amateur class at Hurricane Hills MX Park after two exciting motos.

Tom Harrison holeshot moto one, but Carl Sheak and Nagy were clawing at his rear fender. George Walter stormed through the pack after a poor start and was soon in fourth

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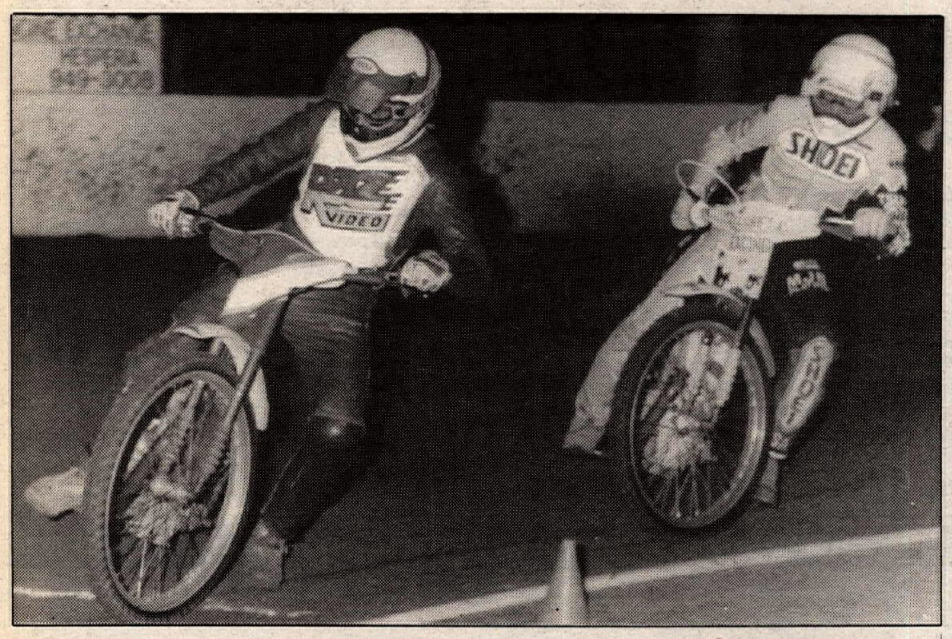
LOCAL EVENTS



Handicap main event winner Doug Bowers led Mike Faria at Costa Mesa Speedway.

Sean Dukes captured wins in the 125 and 250cc Pro classes at the Bremen Supercross.

place. On lap two, Nagy passed Sheak and set after Harrison. Nagy nipped Harrison on the last lap to take the win, while Walter worked into third place where he finished behind Harrison.

Nagy was fastest out of the gate in the second moto but bobbled in the second turn and Harrison and Walter scooted past. Walter swooped past Harrison and cruised to the moto win, while Nagy also worked past Harrison. Nagy's 1-2 score topped Walter's 3-1 for the overall win.

Wayne Scott put his Honda in front of the Schoolboy class in each moto, eventually stretching his lead to 10 seconds. Newt Swartz started in third behind Chad Kresge and Scott, but the final order was Scott, Swartz and Kresge. Swartz led Scott briefly in moto two, but Scott ended up way out front at the finish. Swartz finished second just a few seconds ahead of Kresge.

Results

50: 1. Jeremy Rosenkrans (Yam); 2. Richard Aspinall (Yam); 3. Christopher Russell (Yam).
60: 1. Joseph Buratti (Kaw); 2. Jeremy Rosenkrans (Yam); 3. Mike Davis.
80 7-11: 1. Joseph Buratti (Kaw).
80 12-13: 1. Michael Umhoefer (Hon); 2. David Umhoefer (Hon); 3. Shawn Branning (Kaw).
80 14-15: 1. Chad Kresge (Kaw); 2. Vinnie Buratti (Kaw); 3. Elmer Hanlein (Hon).
125 SCHBY: 1. Wayne Scott (Hon); 2. Newt Swartz (Suz); 3. Chad Kresge (Kaw).
WDSMN: 1. Jerome Lynn (Suz); 2. Chris Breslin; 3. Robert Hayes (Kaw).
COLLEGEBOY AM: 1. Matt Griffin (Yam); 2. Roger Hanna (Hon); 3. Bruce Leote (Kaw).
COLLEGEBOY EX: 1. James Nagy (Suz); 2. Chuck Potts (Kaw).
PLUS 25 AM: 1. Scott Burth (Suz): 2. William Peories (Suz); 3. Scott Garrison (Kaw).
PLUS 25 EX: 1. Bruce Winter (Hon); 2. Greg Nelson (Suz); 3. Phil Carlin.
SR AM: 1. Dave Diehl (Suz); 2. Michael Davis (Hon); 3. Kenneth Long (Suz).
SR EX: 1. Phil Carlin (Hon); 2. Michael Twiford (Kaw); 3. Jeff Brehm (Kaw).
S/SR: 1. James Spencer (Hon); 2. George Denke (Suz).
125 NOV: 1. Ryan Betz (Suz); 2. James Lepori (Hon); 3. Jason Musser (Yam).
125 AM: 1. Wayne Scott (Hon); 2. Newt Swartz (Suz); 3. Robert Stravinsky (Suz).
125 EX: 1. Greg Nelson (Suz); 2. Steve Earnest (Kaw); 3. Todd Borelli (Kaw).
250 NOV: 1. Joe Wassell (Hon); 2. Brian Balash (Hon); 3. Andrew Polnasek (Hon).
250 AM: 1. Steve Nagy (Kaw); 2. George Walter (Hon); 3. Thomas Harrison (Kaw).
250 EX: 1. Matt Bond (Hon); 2. John Walton (Hon); 3. James Nagy (Suz).
OPEN AM: 1. George Walter (Hon); 2. Bernard Andrejack (KTM); 3. Tony Kowalchik (Kaw).
OPEN EX: 1. Michael Twiford (Kaw); 2. Bruce Winter (Hon); 3. Bob Walton (Kaw).

Surface smokes to Ligonier Hare Scrambles win

By Jan Warner

LIGONIER, IN, APR. 14

Rob Surface captured his first overall win at the season-opening hare scrambles at the Riders' MC clubgrounds, near Ligonier. A total of 59 competitiors showed up to compete on a course dampened by two days of heavy rains.

Stoughton Racing Corporation-sponsored Surface appeared to be riding on the edge of control, but led all eight laps on the 3.3-mile course and finished a full seven minutes ahead of Lightweight A class winner Steve Scherer. Ugly Brothers Racing/Lake City Honda-Kawasaki-supported Neil Petit took third overall and first in the Veterans class.

Michigan rider Rodney Reese surprised many of the A class riders by taking fourth overall with his win in the 250cc B class. Rounding out the top five was R&D Yamaha's Steve DeWitt.

In the Mini class, Travis Troyer was awarded the win after the apparent top finisher was disqualified for having an illegal engine.

Results

L/W A: 1. Steve Scherer (Yam); 2. Terry Bender (Yam); 3. Jeff Claborn (Kaw); 4. Mark McLaughlin (Kaw).
H/W A: 1. Jonathon Funkhouser (Hon); 2. Richard Gutish (Kaw); 3. Trent Doran (KTM).
VET: 1. Neil Petit (Hon); 2. Steve DeWitt (Yam); 3. Dave Lappin (Yam); 4. Charlie Williams (Kaw); 5. William Burns (Hus).
125 B: 1. Norman Scherer (Yam); 2. Les Troyer (Kaw); 3. Steve Locke (Hon); 4. Craig Scott Yam); 5. Andy Cregg (Kaw).
200 B: 1. Scott Liston (Kaw); 2. Greg Jones (Yam); 3. Jon Holderbaum (Kaw).
250 B: 1. Rodney Reese (Kaw); 2. Michael Grimm (Hon); 3. Howard Ritter (Yam); 4. James Dillman Jr. (Yam); 5. Charles Miller (Suz).
OPEN B: 1. Sam Shaw (Yam); 2. William Leonard (Yam); 3. David Thomas (Hon).
4-STRK B: 1. Ken Eby (Hon); 2. Jack Tomanek (Hon); 3. James Binkley (Hon); 4. Jerry Welay (Hon); 5. Russ Barth (Hon).
SR: 1. Lon Walters (Kaw); 2. Jeff Surface (KTM); 3. Robert Fox (Hon); 4. Rex Richards (Suz).
MINI: 1. Travis Troyer (Yam); 2. Jeremy Stone (Kaw); 3. Richard Troyer Jr. (Yam).

Schwartz jets to Costa Mesa Speedway win

By Scott Daloisio

COSTA MESA, CA, APR. 12

Before jetting off to Australia with former World Speedway Champion Bruce Penhall, Bobby Schwartz won his second Costa Mesa Scratch main of the season on a chilly Friday night.

Starting in gate four, Schwartz needed a perfect launch off the line, and that's just what he got as he led into the first turn over Shawn McConnell, Louis Kossuth and teenager Josh Larsen. Schwartz moved out to the dirt line and gave the inside of the track to McConnell. While McConnell was trying to fight his way past on the inside and the top three were within two lengths of each other at the halfway point.

McConnell made a bold move for the lead off turn two on lap three when he tried to shoot up the inside, but Schwartz dropped to the pole and blocked the charge. At the white flag, last-place Larsen was only three lengths behind the leader.

Off the final bend, McConnell took one more look on the inside, but he didn't have the speed to catch Schwartz and the Red Devil & Freedom Fireworks/Bell Helmets/Oakley Goggles/Cirello Racing Weslake. Third went to Larsen as he nipped Kossuth in a photo finish.

For the second week in a row, McConnel was battling for the lead in the Handicap main and was penalized after a crash. However, this time he nearly came back and won. Doug Bowers was leading the event when he got together with McConnell as they completed the fourth circuit. The rest of the field took evasive action with Gary Ackroyd going down. Referee Jim Fishback deemed McConnell the cause and sent him to the penalty line.

The race restarted with Bowers in front, but one lap later another red flew when Ackroyd went down and Kossuth laid it down to avoid him.

For the final restart Bowers was in the lead and being chased by Phil Collins, Chris Manchester and McConnell. Collins took himself out of the hunt by trying to ride an outside line that didn't exist. McConnell, riding the pole, knifed his way past Manchester on lap six. He again found himself on the rear tire of Bowers RAZ Video Weslake. Bowers carried a slim advantage over McConnell the final two laps to score his first victory of the year by less than one length. Third went to National Speedway Champion Mike Faria.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Shawn McConnell (GM); 3. Josh Larsen (Gdn); 4. Louis Kossuth (GM).
HDCP: 1. Doug Bowers (Wes); 2. Shawn McConnell (GM); 3. Mike Faria (Wes); 4. Chris Manchester (Jaw).
D-2: 1. John Aden (Jaw); 2. Russ Wageman (Wes); 3. Bob Bechtold (Wes); 4. Jim Turner (Wes).
D-3: 1. Nick Beale (Wes); 2. Robert Salsbury (Wes); 3. Carlos Cardona (Wes); 4. Rick Webb (Wes).
JR: 1. Chris Werner; 2. Pete Peralta; 3. Heath Hammonds; 4. Aaron Matteson.

Dukes dashes to Bremen Supercross victory

By Joey Casey

BREMEN, GA, APR. 14

Sean Dukes earned the lion' share of the $1000 Pro purse at the Bremen Supercross by winning the 125 and 250cc Pro classes.

Mike Goolsby grabbed the holeshot in the first 125cc Pro moto, but Dukes was hot on his tail. Dukes followed Goolsby for a lap, and motored past at the start of lap two. Goolsby kept Dukes in sight, but was never a challenge.

Brian Stokes timed the gate perfectly in the second moto, but Dukes assumed the lead on the second lap. Once out front, Dukes roosted away with the win, ahead of Goolsby, who had sliced his way into second place.

In 250cc Pro action, it was virtually the same, as Dukes holeshot and ran away with both motos. Goolsby and Stokes finished second and third both motos on borrowed machines.

Results

P/W: 1. Eric Elsberry (Yam); 2. Randy Hickenbottom (Yam); 3. Brea Faircloth (Yam); 4. Len Slay (Suz).
JR CYC: 1. Anthony Damico (Kaw); 2. Bryan Bradshear (Hon); 3. T.J. Faircloth (Suz); 4. Chris Harrison (Kaw).
JR MINI: 1. Chris Mason (Yam); 2. Nathan Sutton (Hon).
SR MINI: 1. Michael Damico (Kaw).
125 A: 1. Sean Dukes (Hon); 2. Mike Goolsby (Hon); 3. Brian Stokes (Hon); 4. Ryan Reynolds (Hon); 5. Jonathon Blain (Hon).
125 B: 1. Billy Cantrell (Hon).
125 C: 1. Dwayne Dale (Hon); 2. Wayne Devan (Kaw); 3. Richard Jenkins (Kaw); 4. Tim Bruce (Suz); 5. Keith Morrow (Hon).
SCHBY: 1. Michael Damico (Kaw).
BEG: 1. Mark Cyphers (Yam); 2. Robbie Temples (Hon); 3. Jamey Landrum (Hon); 4. Tommy Payne (Hon); 5. Buddy Braggs (Kaw).
250 A: 1. Sean Dukes (Hon); 2. Mike Goolsby (Hon); 3. Brian Stokes (Hon).
250/OPEN B: 1. Michael Henderson (Hon); 2. Billy Cantrell (Hon); 3. Robert Heistand (KTM).
250 C: 1. Jeff Shealy (Hon); 2. Rodney Vaughn (Hon); 3. Jimmy Callaway (Hon).
SR MEN: 1. Michael Henderson (Hon); 2. Mark Cyphers (Yam); 3. Robert Heistand (KTM).
ENDR: 1. Chris Williams (Yam); 2. Mark Harrison (Hon); 3. Bob Westergard (Hon); 4. Troy Raines (Hon).
VINT: 1. Eric Stockwell (Yam).

Kielty scores win at Dade City Motocross

By Jeff Bryer

DADE CITY, FL, APR. 20-21

Jacob Kielty won the 125cc C class at round two of the Dade City Spring Series held at Dade City Raceway.

In moto one, Kielty jumped out of the starting gate first, with Alex Ciciretti and Joey Edwards in hot pursuit. Kielty opened a small lead, while Ciciretti and Edwards battled for second place. On lap four, Edwards got by Ciciretti when Ciciretti bobbled on the back straight. Jason Peres also worked past Ciciretti on lap five. Kielty went on to win the moto with Edwards a close second, and Peres in third.

Moto two saw Kielty again grab the holeshot, with Peres and Edwards following through the first sweeper. The three stayed bunched up through lap two, Peres passed Kielty in a turn on lap three. Peres then opened a four bike length lead over Kielty.

Meanwhile, Scott Davis was working his way up from a bad start, and took over third place. Edwards fell and ended his hopes for a win. Peres went on to win the moto, but finished second overall with his 3-1 finishes. Kielty took the overall with a 1-2 score.

Results

P/W: 1. James Stewart (Yam); 2. Chaz Northey (Yam); 3. Trey Ford (Yam); 4. J.D. Verrill (Yam); 5. Clayton Martin (Yam).
60: 1. J.B. Ballard (Kaw); 2. August Lausberg (Kaw).
80 BEG: 1. Dean Benzel (Suz); 2. Jody Gill (Suz); 3. Billy Lausberg (Kaw); 4. Shawn Beal (Hon); 5. Brian Mixon.
80 C: 1. Dale Sowder (Kaw); 2. Josh Kielty (Suz); 3. Adam Crossley (Kaw); 4. Bryan Barnes (Suz); 5. Adam Rake (Suz).
125 BEG: 1. Shawn Marlow (Kaw); 2. Jacob Kochs (Suz); 3. Tracy Hyde (Kaw); 4. Joe Cassady (Hon); 5. Paul Rankin (Hon).
125 C: 1. Jacob Kielty (Suz); 2. Jason Peres (Kaw); 3. Joey Edwards (Hon); 4. Scott Davis (Kaw); 5. Wes Griffin (Yam).
125 B: 1. Robert Kong (Hon); 2. Brett Beal (Suz); 3. Kavin Lampe (Hon); 4. Mike Lampe (Hon); 5. David Sanderson (Hon).
250 BEG: 1. Robert Hoskinson (Yam); 2. Randy Gager (Yam); 3. Daryl Jernigan (Hon); 4. Duane Schwartz (Kaw); 5. Joe Diaz (Hon).
250 C: 1. Rick Bigalow (Hon); 2. Bob Wood (Kaw); 3. Jim Hafke (Hon); 4. Bucky Dennis (Hon); 5. Gary Emerson (Hon).
250 B: 1. Tom Currey (Hon); 3. Robert Kong (Hon); 4. Gene Pearson (Yam); 4. Jesse MacDonald (Hon); 5. Brett Beale (Suz).
OPEN AM: 1. Tom Currey (Hon); 2. David Sanderson (Hon); 3. Bob Wood (Kaw); 4. Wes Giffin (Yam); 5. Bucky Dennis (Hon).
25+: 1. Jeff Layman (Hon); 2. Paul Ridgeway (Yam); 3. David Jones (Kaw); 4. Tom Zepp (Hon); 5. Beth Rewis (Kaw).
SR: 1. Tim Hafke (Hon); 2. Gary Emerson (Kaw); 3. J.D. Stockton (Hon); 4. Denny Davis (Hon); 5. Ron Helleman (Yam).

Cunico clinches win at Pueblo Motocross

By C.M. Raysin

PUEBLO, CO, APR 14

David Cunico topped the 80cc Amateur class at the SRAC/Pueblo Motorsports-sponsored motocross race at Pueblo MX Park.

Kyle Britt, Cunico and Randy Reisch traded the lead through out the first moto, but it was Britt who greeted the checkered flag in first. Cunico settled for second place in the moto, but stormed back with a vengeance to win moto two. Cunico secured the overall win with his 2-1 scores.

Clint Britt stole the lead in the first 125cc Amateur class moto, but had to fight off the charges of Brian Jones, Steve Schultz and Kirk Hunter. Jones found his way around Britt on the last lap and scored the moto win.

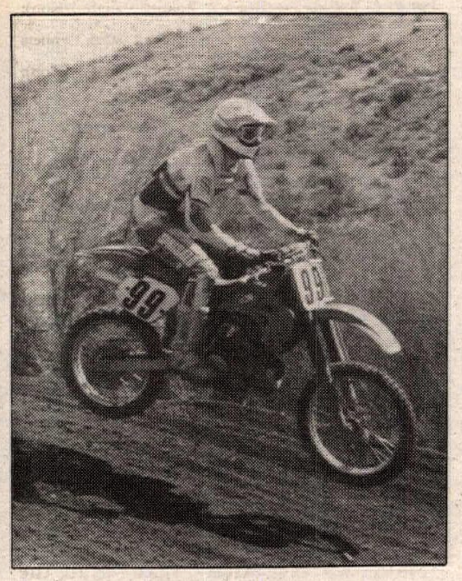
Hunter grabbed the holeshot in the second moto, but Jones and Britt quickly roosted past. Britt dove past Jones and held on for the moto and overall wins.

Mike Jones owned the 250cc Amateur class, as he grabbed both holeshots and rode to a pair of uncontested wins. Mike Schenk followed in a distant second place.

In the second of a 10-race vintage series, Larry Erfman stole the lead in both motos and held on for the win. Davey Stewart went home with second place honors.

Results

60 NOV: 1. Billie Dotson (Kaw); 2. Damon Icabone (Kaw); 3. Jimmy Reimer (Kaw); 4. Dusty Riley (Kaw); 5. Rusty Riley (Kaw).
60 AM: 1. Travis Riley (Kaw); 2. Jeff Greenwood (Kaw).
80 NOV: 1. Travie Riley (Kaw); 2. Kenny Andon (Kaw); 3. Bryan Penny (Kaw); 4. Bradley Anderson (Kaw); 5. Justin Regg (Suz).
80 AM: 1. David Cunico (Kaw); 2. Kyle Britt (Kaw); 3. Randy Reisch (Kaw); 4. John Morgan (Kaw); 5. Don Burns (Hon).
80 EX: 1. Micah Moyes (Kaw).
125 NOV: 1. Brad Hunnemuller (Hon); 2. Trant Poliky (Kaw); 3. David Mills (Kaw); 4. Jesse Bransford (Yam); 5. David Dollaguardin (Yam).
125 AM: 1. Clint Britt (Kaw); 2. Brian Jones (Kaw); 3. Steve Schultz (Yam); 4. Kirk Hunter (Hon); 5. Nathan Farmer (Kaw).
250 NOV: 1. Tony Bomardier (Yam); 2. Craig Dotson (Yam); 3. Steve Ruggles (Yam); 4. Mike Long (Suz); 5. Chad Griggs (Yam).
250 AM: 1. Mike Jones (Yam); 2. Mike Schenk (Hon); 3. Ted Stutz (Kaw); 4. Gary Sharpe (Kaw); 5. David Blau (Yam).



Eric Forsythe finished second in the Over 40 class at Idaho MX.

OPEN NOV: 1. Tom Lyman (Hon); 2. Steve Kerl (Hon); 3. William Schlickenmeyer (Suz):
OPEN AM: 1. James Bennett (Hon).
OPEN PRO: 1. Shawn Morgan (Kaw); 2. Shawn Smith (Hon); 3. Tim Buchli (Yam); 4. Jeremy John (Hon); 5. Tom Drake (Hon).
VET NOV: 1. Mark Hodges (Hon); 2. Randy Reynolds (Kaw); 3. Paul Pearman (Kaw); 4. Rusty Tiggs (Kaw); 5. Rick Waters (Kaw).
VET AM: 1. Russel Wonders (Yam); 2. John Fuller (Yam); 3. Ed Roy (Hon); 4. John Olmstead (Hon); 5. Terry Frydenhall (Yam).
VET PRO: 1. Shawn Smith (Hon); 2. Dan Greenwood (Yam); 3. Pete Edminston (Hon).
SR NOV: 1. John Gungl (Kaw); 2. Chuck Sandt (Yam).
SR AM: 1. Ray Arndt (Yam); 2. Jim Thomas (Hon); 3. T. Seller (Kaw); 4. John Olmstead (Yam); 5. Chuck Johnston (KTM).
SR EX: 1. Bryon Wolf (Hon); 2. Vic Scimer (KTM); 3. Terry Frydenhal (Yam); 4. John Malsam (Suz).
S/SR: 1. Bobby Hancock (Hon); 2. Jim Reimer (Yam); 3. Jim Long (Yam); 4. Richard Moehring (Hon).
WMN: 1. Mollie Bourke (Kaw); 2. Angie Riggs ((Hon); 3. Michelyn Caskey (Suz); 4. Pam Nelson (Kaw); 5. Cynthia Bennett (Hon).
VINT: 1. Larry Erfman (Hon); 2. Davey Stewart (Hon); 3. Steve Rap (Hus): 4. John Jhelm (Hus); 5. Tim Poland (Suz).

Old Timers storm Idaho MX

By M.R. Edge

BOISE, ID, APR. 6-7
The opening round of the Old Timers National Championship was held at the Owyhee Club track in Boise, Idaho, under grey skies. Mixed rain, snow and occasional sun greeted riders from Alaska, Canada and the entire western United States.

Former factory racer Rich Thorwaldson from Reno, Nevada, dominated the action in the Over 40 Master class by winning all five motos of the weekend. Thorwaldson's closest competition came from Bob Krah of Idaho Falls, Idaho, who was one of the few riders to keep first place in sight.

Zoli Berenyi of Edmonston, Canada, duplicated Thorwaldson's feat by winning all five motos of the Over 50 Master class. The former Canadian National Champion won by such huge margins that he's even threatened to race the Over 40 class again.

Some of the closest racing of the weekend was in the Over 40 Novice class where Eric Forsythe of Anchorage, Alaska, and Frosty Brooks of Boise, Idaho, diced for the lead with Brooks coming out ahead for the overall win over Forsythe.

Results

OVER 40 NOV: 1. Frosty Brooks; 2. Eric Forsythe; 3. Russ Greenfield; 4. Victor Neumann; 5. John Naines.
OVER 40 AM: 1. Stephen Shidler; 2. Thomas Munson; 3. Bob Gillies; 4. Bill Rasmussen; 5. Bob Fabel.
OVER 40 EX: 1. Doug Nelson; 2. Steve Presley; 3. Larry Hartnett; 4. Michael Mather; 5. Larry Welker.
OVER 40 MSTR: 1. Rich Thorwaldson; 2. Bob Krah; 3. Ken Ratzloff; 4. Bruce Harris; 5. Mike Perry.
OVER 50 NOV: 1. Phil Anderson; 2. Duane Rice; 3. Norm DuVall; 4. Carl Gordon; 5. Frank Moakley.
OVER 50 AM: 1. Dennis Holland; 2. Edwin Miller; 3. Tom Hamm; 4. Grant Lewis; 5. Bill Verbisco.
OVER 50 EX: 1. Ernie Stair; 2. Steve Johnson; 3. Tom Widick; 4. Fred Sessions; 5. Merryl Konufer.
OVER 50 MSTR: 1. Herb Nachtigall; 2. David Rose.
SUP C: 1. Scott Renbarger; 2. Joe Brooks; 3. Danny Smith; 4. Steve Johnson; 5. Jeramie Holmes.
SUP B: 1. Travis Smith; 2. Chris Kelley; 3. Josh McIntosh; 4. Nick Grant; 5. Brent Smith.
SUP A: 1. Rich Thorwaldson; 2. Danny Fuhrmann; 3. Mark Hall.
OVER 50 MSTR: 1. Zoli Berenyli; 2. Bob White; 3. Phil Frisbie; 4. Ken Hodgson; 5. Rich Schilling.
OVER 30 NOV: 1. Paul Rowan; 2. Jim Gladish; 3. Monty Meckelson; 4. Rick Needham.
OVER 30 AM: 1. Dave Huerta; 2. Lory Harper; 3. Wayne Campbell; 4. Rex Powell; 5. Mark Stepovich.
OVER 30 EX: 1. Colin Gibb; 2. Bruce Garman; 3. Dave Harrell; 4. Tim Kubitschek; 5. Tom Harris.

Bradshaw races to Red Bud Motocross wins

BUCHANAN, MI, APR. 21
Troy Bradshaw swept the 250cc A Modified, Plus 25 and Plus 30 classes at the AMA qualifier at Red Bud Motocross Park.

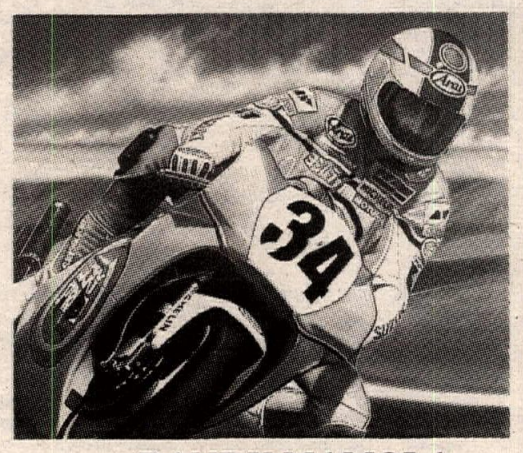
CRESPINEL

If you've been to the United States Grand Prix or the American round of the World Superbike Series in the past three years, you probably already know about James Crespinel.

His commissioned work includes portraits of Mikhail Gorbachev, Martina Navratilova, Michael Jordan, Brian Bosworth and Steve Largent, in addition to those of James Dean, Elvis Presley and Marilyn Monroe.

He is quickly becoming one of the most sought after competition artists in the United States.

Many world class riders themselves own original oil paintings by Crespinel and now lithographs of his works are available for both the collector and enthusiast alike, through Cycle News Products.



FEATURED EDITIONS

KEVIN SCHWANTZ

During the 1990 Grand Prix season, Kevin Schwantz sat in the pole position seven times, won five rounds, and finished second in the World Championship. Many feel that 1991 will be the Texan's year.

The original 7' x 8' oil painting was completed at the 1991 Daytona 200, and the deluxe edition lithographs were signed by Kevin Schwantz at the 1991 U.S. Grand Prix at Laguna Seca.

RANDY MAMOLA

Born on November 10, 1959, Randy Mamola began his racing career at the age of 12, and race internationally in New Zealand when he was only 15 years old. In 1987 he surprised the sporting world by announcing that he would ride for Cagiva, an Italian motorcycle manufacturer. Randy has come within a few points of the World Championship no fewer than four times, and has finished third twice. He is one of the few who has raced for each of the four major Japanese factories. He has won a total of 13 Grand Prix and has finished on the rostrum 57 times.

This fine piece of art was created in Crespinel's studio and is a slightly different image of the one that was painted at the U.S. Grand Prix in 1989 at Laguna Seca.

DELUXE EUROPEAN COLLECTOR'S EDITION:
A Deluxe European Collector's Edition of only 150 images that have been personally autographed by each of these world class riders and the artist are now available. These fine art lithographs are printed in full-color with extra touch plates and varnishes for color and image enhancement. They are finished with a 24" x 30" black linen mat and are presented in their own individual black linen envelope with a certificate of authenticity. Available unframed for only $259. Includes UPS insured shipping.

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BANTAM EDITION:
The Bantam Editions are an affordable series of fine art lithographs printed on Lustro Saxony, acid-free cover stock. They are mounted on black, bevel cut, 11" x 17" gallery mats with the framed versions having black aluminum, back-loaded, glass-faced frames that are ready for display on your office or home walls. Available images include Kevin Schwantz, Randy Mamola, Wayne Rainey, Eddie Lawson, Raymond Roche and Marco Lucchinelli. Unframed $19; Framed $32. Includes UPS insured shipping and handling.

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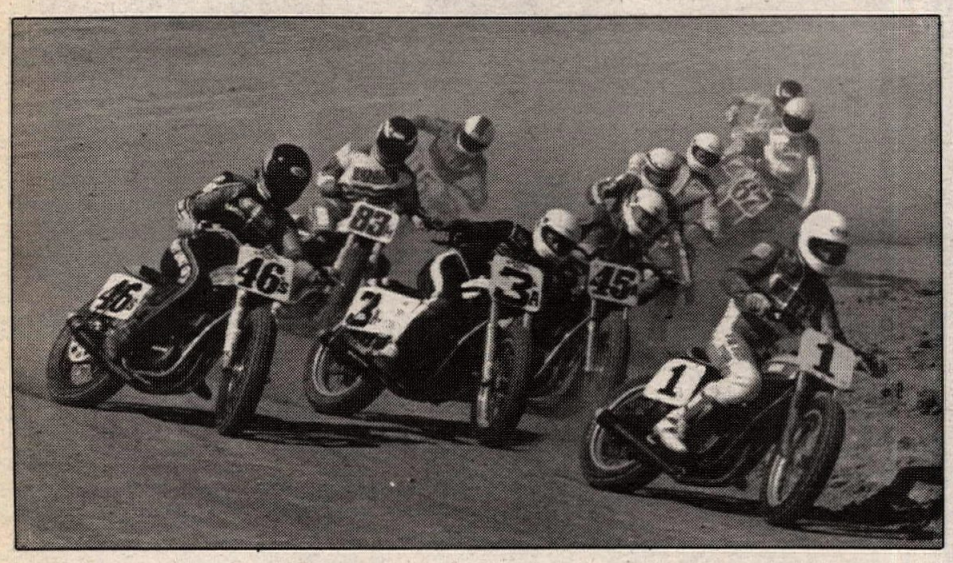
LOCAL EVENTS

Josh Ryen (220) topped Shawn Heit (27) in the 250cc Novice class at Perris MX.

Mike Varnes (1) led winner Jim Hollister (46S) at Trail-Way Short Track.



David Gaylord blasted a borrowed Honda to the win in the first 250cc A Modified moto, barely edging out Tri Pro Honda-sponsored Bradshaw. Bradshaw put it all together to win the second moto and score the overall victory. Gaylord finished in the second position.

The Plus 25 and Plus 30 classes were dominated by Bradshaw and Suzuki Sportcycle-backed Larry Witmer. Witmer holeshot all four of the motos, but Bradshaw roosted past and scored the wins on three of them.

Matt Maximoff posted four perfect moto scores to secure the wins in the 85cc (14-15) Stock and Modified classes. Ryan Pauley finished second in the Stock class, just ahead of Doug Deehan. Pauley and Deehan traded places in the Modified class, with Deehan scoring the runner-up position.

Results

85 STK 14-15: 1. Matt Maximoff; 2. Ryan Pauley; 3. Doug Dehaan.
85 STK 12-13: 1. Ryan Valde; 2. Justin Blake; 3. Ahmad Owens.
85 STK 7-11: 1. Nickolas Wey; 2. Randy Valde; 3. Tim Garber.
AUTO: 1. Kris Hershberger; 2. Brad Ripple.
125 JR STK: 1. Justin Blake; 2. John Kidd; 3. Andy Retberg.
125 A STK: 1. Jay Wagner; 2. Robert Jannette; 3. Shawn Castle.
125 C STK: 1. William Ault; 2. Kevin Hantz; 3. Tim Yoder.
65 STK: 1. Nicholas Wey; 2. Randy Valade; 3. Casey Wood.
WMN: 1. Carrie Lablanc; 2. Sarah Hession.
250 B STK: 1. Jerry Fyffe; 2. Don Robinson; 3. Steven Smith.
250 A STK: 1. Ryan Weatherby; 2. Jay Hershey; 3. Darren O'Boyle.
250 C STK: 1. Reese Martin; 2. Jef Haag; 3. Lonnie Jewell.
125 B STK: 1. Mike Katin; 2. Adam Martin; 3. Jerry Fyffe.
125 JR MOD: 1. Brad Kress; 2. Doug Dehaan; 3. Todo Hart.
+25: 1. Troy Bradshaw; 2. Larry Witmer; 3. Scott Bojack.
250 A MOD: 1. Troy Bradshaw; 2. David Gaylord; 3. Darrin O'Boyle.
250 B MOD: 1. Mike Katin; 2. Jerry Fyffe; 3. Scott Brady.
250 C MOD: 1. Rich Lucas; 2. Reese Martin; 3. Craig Brady.
OPEN B/C: 1. Greg Adent; 2. Perry Stabler; 3. George Nyers.
+30: 1. Troy Bradshaw; 2. Marc Moreland.
125 A MOD: 1. David Gaylord; 2. Jay Wagner; 3. Shawn Castle.
125 B MOD: 1. Jeff May; 2. Mike Kati; 3. Adam Martin.
125 C MOD: 1. Jeff Alshaffer; 2. Kenny Dase; 3. Tom Pasek.
+40: 1. Frank Helms; 2. Randy Gordon; 3. Dick Robbins.
+50: 1. Jim Adent; 2. Ed Dwan.
OPEN A: 1. John Hurley; 2. David Johnston; 3. Matt Adent.
80 9-13: 1. Ryan Valade; 2. Ahmad Owens; 3. Randy Valade.
80 14-15: 1. Matt Maximoff; 2. Doug Dehaan; 3. Ryan Pauley.

Coolbeth clobbers 'em at Trail-Way Short Track

By Len Breech

HANOVER, PA, APR. 7

Ken Coolbeth and Eric Sassaman shared the Expert class wins as Trail-Way Speedway launched a smaller than previous years' schedule of short track races. This year only six outdoor races are scheduled, all on Sunday afternoons. Coolbeth led only the lap that counted in the 250cc Expert final, passing race leader Sassaman off the final turn. The 600cc final looked like a repeat, with Sassaman taking the lead and Coolbeth a few places back, but Coolbeth was forced to the rear when Robert Miller's machine broke in front of him and he drifted to the outside. Other winners were Jim Hollister topping the 600cc Pros on a slick narrow groove track, and Harold Dorsey on his recently purchased Steve Aseltine Honda in the 750cc class.

Sassaman grabbed the lead at the start of the 250cc A final from Tom Majeski, Coolbeth and Bob Sweeten. Coolbeth had put his R&I Mfg./Bell Helmets/Spectro Oils/Edmonds Racing-sponsored Honda into second, several lengths behind Sassaman. At the halfway point, Mike Varnes displaced Majeski for third. In the last half of the race, Coolbeth started to catch Sassaman, but was still three-lengths back as they took the white flag. As they exited the fourth turn, Coolbeth got a better drive and edged Sassaman at the checkers.

Sassaman jumped out to a large lead over Dallas Baer, Eddie Hidden and Phil Libhart in the 600cc A final. Coolbeth ran third but was on the outside of Miller when his machine broke. From almost dead last, on the first lap, Coolbeth started to slice his way through the field and moved into fifth by the halfway point. On the sixth lap, Hidden got by Baer for second as they battled to the flag. Coolbeth had taken over fourth and was closing on Baer, but ran out of time.

Jim Hollister, Mike Varnes, Tom Majeski and Mike Klopp quickly jumped out in front of the 600cc Pro final as they fought over the lead. Varnes fell on the second lap while Hollister gradually put his J-M Racing Supplies/Maryland Harley-Davidson/Taylor White/Rabbi Racing Harley a few lengths in front of Majeski and Klopp for the win.

Results

55: 1. Jake Johnson (Yam); 2. William Russell (Hon); 3. Eric Hackman (Yam); 4. Bill Stillwell (Yam); 5. Jimmy Owens (Yam).
65: 1. Jake Johnson (Kaw); 2. Benjamin Miller (Yam); 3. Chad Gregory (Kaw); 4. Bill Stillwell (Kaw).
85: 1. Ricky Winsett (Yam); 2. Mike McKee (Kaw); 3. John Winsett (Suz); 4. Tom Skethway (Hon); 5. Paul Allison (Ind).
200: 1. Paul Lynch (Hon); 2. Ricky Winsett (Yam); 3. Nick Arment (Suz).
SR: 1. Bob Sweeten (W-R); 2. Bob Babcock (H-D); 3. Harold Hillard (W-R): 4. Joe Heberling (Yam); 5. Guy Stuart (Yam).
600 PRO: 1. Jim Hollister (H-D); 2. Tom Majeski (Rtx); 3. Mike Klopp (W-R); 4. Dave Lloyd (H-D); 5. Bob Sweeten (W-R).
250 B: 1. Todd Winsett (Mai); 2. Jack Franklin (Yam); 3. Paul Lynch (Hon); 4. Chuck Blessing (Yam); 5. Chad Hackman (Yam).
250 A: 1. Ken Coolbeth (Hon); 2. Eric Sassaman (Yam); 3. Mike Varnes (Yam); 4. Tom Majeski (Yam).
600 B: 1. Jack Franklin (Hon); 2. Rick Hawk (Yam); 3. Guy Stuart (Yam); 4. Mike Althouse (Yam); 5. Jeff Winsett (Yam).
600 A: 1. Eric Sassaman (Hon); 2. Eddie Hidden (H-D); 3. Dallas Baer (Yam); 4. Ken Coolbeth (W-R); 5. Phil Libhart (Yam).
750: 1. Harold Dorsey (Hon); 2. Clarence Bull; 3. Mike Kopp (Yam).

McGrath tops Perris Motocross

By Tony Alessi

PERRIS, CA, APR. 20

Peak Antifreeze/Pro Circuit Honda-backed Jeremy McGrath used superior conditioning to score the combined Pro class win after two heated motos with Billy Frank during GFI Super Saturday MX at Perris Raceway. It was evident that the Pro riders were going to have to work for the 200% payback as the two 18-lap motos equalled nearly 40 minutes of racing.

Gordon Ward led the start of moto one aboard a 500cc Kawasaki followed by Billy Frank and McGrath, who was on a 125cc machine. The three riders quickly separated themselves from Rex Staten and Darrin Hoeft, who were running fourth and fifth.

At the halfway mark, Ward retired with a broken rear wheel while McGrath closed in on leader Frank. Frank had the horsepower advantage since he was riding a 250cc Honda, but McGrath seemed to have more energy. With four laps remaining, McGrath made his move when it was clear that Frank had become exhausted. McGrath quickly opened a five-second lead, which he maintained to the finish. Frank finished second in front of Staten and Hoeft, and the top four riders had lapped the rest of the field.

The early laps of the second moto seemed identical to the first as Ward led Frank and McGrath.

It was soon clear that the 500cc Kawasaki, and the blistering pace was more than Ward could handle as his riding was quite uncontrolled during the early laps in the lead. By the third lap both Frank and McGrath powered by and set the stage for another lengthy duel for the lead.

On the fifth lap Frank made a mistake which allowed McGrath to slip into the lead. Frank badgered McGrath for the next 10 laps, staying inches behind and, in some instances, showing McGrath his front wheel. With two laps remaining, Frank again fell victim to fatigue and McGrath rode away to victory. Staten passed Ward late in the moto to finish third behind Frank. Intermediate rider Steve Drew, who started on the second gate, finished fifth, beating the other seven Pro riders and passing Hoeft for the position late in the moto.

It was a dream come true for Dave Sarian in the Vet Intermediate class as he beat long-time rival Larry Nannenga in both motos to score the overall win.

"Nannenga used to be the guy I was always shooting for, he was the best," Sarian said. George Kohler put in a pair of consistent motos and finished third overall in front of Randy Skinner and Frank Steiner.

Results

50 FIRST TIMER: 1. Steven Hernandez (Yam); 2. Jose Arreola (Yam); 3. Shawn Pewsey (Yam).
50 D-1: 1. Danny Pettingill (Yam).
50 D-2: 1. Jeremy Malott (Yam); 2. Justin Hansen (Yam); 3. Heather Matthews (Yam); 4. Chris Worley (Yam); 5. Todd Pewsey (Yam).
50 MOD: 1. Scott Nelson (Yam); 2. Danny Pettingill (Yam).
60: 1. Geoffrey Rader (Kaw); 2. Jeffrey Anderson (Kaw).
80: 1. Eric Anderson (Kaw); 2. Andrea Webb (Suz); 3. Danny Carlson (Kaw); 4. Adam McDermott (Kaw); 5. John Duffy (Yam).
125 BEG: 1. Max Nelson (Yam); 2. Raymond Bowers (Kaw); 3. Steven Fulgham (Suz); 4. Steve Cox (Suz); 5. Deron Stidman (Yam).
125 NOV: 1. Dave Ferrier (Kaw); 2. Tony Alessi (Suz); 3. Lars Larson (Yam); 4. Kris Hawk (Hon); 5. Kevin Weston (Hon).
125 INT: 1. Brian Teets (Kaw); 2. Jason Foxe (Hon); 3. J.J. Petchel (Hon); 4. Shay Fretwell (Suz); 5. Randy Danylo (Kaw).
125 PRO: 1. Jeremy McGrath (Hon); 2. Ray Hensley (Suz); 3. Josh Kuchta (Hon); 4. Steve Shippy (Suz); 5. Charlie Flippen (Hon).
250 BEG: 1. Steven Fulgham (Suz); 2. Dustin Chapin (Hon); 3. Clay Willison (Hon); 4. Matthew Hampton (Yam); 5. Mark Reyes (Kaw).
250 NOV: 1. Josh Ryen (Hon); 2. Bob Phillips (Hon); 3. Greg Keim (Yam); 4. Erik Larson (Yam); 5. Shawn Heit (Yam).
250 INT: 1. Steve Drew (Yam).
250 PRO: 1. Billy Frank (Hon); 2. Darrin Hoeft (Suz); 3. Paul Cortez (Hon).
500 BEG: 1. Sean McCoy (ATK); 2. Eric Beier (Hon); 3. Doug Reyes (Hon); 4. Mike Redding (Hon); 5. Nile Matthews (ATK).
500 NOV: 1. Dan Paulson (Kaw).
500 PRO: 1. Rex Staton (Hon); 2. Gordon Ward (Kaw).
25-29 BEG: 1. Richard Worley (Yam); 2. Rick Weaver (Hon); 3. Walter Wright (Yam); 4. Ed Hand (Kaw); 5. Glenn Delatorre (Suz).
25-29 NOV: 1. Jeff Eary (Hon); 2. Scott Highland (Suz); 3. Rudy Chavez (Hon).
25-29 INT: 1. Eddie Davis (Hon); 2. Bryan Curtis (Hon); 3. Steve Piattoni (Suz); 4. Ken Wilson (Hon).
VET NOV D-1: 1. Tommy Brackens (Kaw); 2. Greg Keim (Yam); 3. Mike Marshall (Suz); 4. John Chambers (Suz); 5. Robert Moore (Suz).
VET NOV D-2: 1. Greg Erickson (Kaw); 2. Greg Pagan (Hon); 3. Eric Peterson (Hon); 4. Douglas Truhn (Suz); 5. Norman Schiel (Hon).
VET INT: 1. David Sarian (Hon); 2. Larry Nannenga (Yam); 3. George Kohler (Kaw); 4. Randy Skinner (Suz); 5. Frank Steiner (Yam).
VET PRO: 1. Rex Staton (Hon); 2. Bob Rutten (Hon).
OT: 1. George Kohler (Hon); 2. Jody Weisel (Hon); 3. Robert Bujdoso (Yam).

Sandell smokes 'em at Berthoud MX

By C.M. Raysin

BERTHOUD, CO, APR. 21

Over 400 riders showed up for the SRAC/Prairie Hills Promotions-sponsored motocross race at Berthoud Motocross Park where Vickery Motosports Yamaha-backed Kip Sandell captured the wins in the 125 and 250cc Pro classes.

Sandell posted a perfect score in the 250cc Pro class as he came out of the hole fastest in both motos and was never challenged. Shawn Morgan, Andy Atkins and Toby Hammond argued over the runner-up position. Atkins scooted past Morgan for second place honors.

In the 125cc Pro class, Sandell grabbed both holeshots and was challenged early in the first moto by Morgan. Sandell eventually pulled away and scored the win over Morgan and Atkins. Atkins defeated Sandell in the final moto, but Sandell cruised home in second, good enough for first oveall. Atkins' 3-1 moto finishes earned second overall.

In the 80cc Novice class, Travis Riley found his way to the main after winning his qualifier. Riley was first out of the gate ahead of 40 other riders in the main event. David Carpenter charged forward and on the third lap managed to pass Riley in a tight corner. Riley was undaunted, and stuck to Carpenter's fender. Riley regained the lead on the next lap and played nip and tuck with Carpenter for the rest of the moto. Riley crossed the finish line first.

Results

50: 1. Cody Jensen (Yam); 2. Nick Harris (Yam); 3. Randy Hoffschneider (Yam); 4. Brandon Waymire (Yam); 5. Joey Cordova (Yam).
60 NOV: 1. Bill Dotson (Kaw); 2. Kris Heineman (Kaw); 3. Chad Sharp (Kaw); 4. Chris Brauch (Hon); 5. Josh Murphy (Kaw).
60 AM: 1. Travis Riley (Kaw); 2. Jesse Effinger (Kaw); 3. Shane Magrum (Kaw); 4. Andrew Short (Kaw); 5. Matt Whitmarsh (Kaw).
80 NOV: 1. Travis Riley (Kaw); 2. David Carpenter (Kaw); 3. Tyler Callicrate (Kaw); 4. Mollie Bourke (Kaw); 5. Brad Anderson (Kaw).
80 AM: 1. Cory Pearman (Kaw); 2. David Cunico (Kaw); 3. John Morgan (Kaw); 4. Kyle Britt (Kaw); 5. Denton Shaffer (Kaw).
80 EX: 1. Jeremy Hinrichs (Kaw); 2. Micah Moyes (Kaw); 3. Clint Britt (kaw); 4. Joey Kendall (kaw); 5. Lane Swink (Kaw).
125 NOV: 1. Trent Policky (Kaw); 2. Jacob Effinger (Kaw); 3. Rocky Johnson (Kaw); 4. Casey Larson (Kaw); 5. Rob Jongsma (Hon).
125 AM: 1. Shawn Howard (Kaw); 2. Loren Weir (Yam); 3. Clint Britt (kaw); 4. Carl Gehm (Suz); 5. Brian Jones (Kaw).
125 PRO: 1. Kip Sandell (Yam); 2. Andy Atkins (Kaw); 3. Scott Fulcher (Kaw); 4. Stacey Cook (Hon); 5. Shawn Morgan (Kaw).
250 NOV: 1. John Howlan; 2. Troy Bombardier (Yam); 3. Jason Brumett (Yam); 4. Anthony Martin; 5. Robert Davis (Yam).
250 AM: 1. Gary Sharpe (Kaw); 2. Ted Stutz (Kaw); 3. John Murray (Yam); 4. Jeff Kuntz (Yam); 5. James Haflett (Kaw).
250 PRO: 1. Kip Sandell (Yam); 2. Andy Atkins (Kaw); 3. Shawn Morgan (Kaw); 4. Toby Hammond (Hon); 5. Josh Kellogg.
OPEN NOV: 1. Gary Beckman (Hon); 2. Ed Lundquist (KTM); 3. Trent Policky (Kaw); 4. Mike Lundquist (KTM); 5. Rob Nelson (Kaw).
OPEN AM: 1. Tony McVey (Suz); 2. Gary Sharpe (Kaw); 3. Kane Turner (Yam); 4. James Bennett (Hon).
OPEN PRO: 1. Jim Thompson (Hon); 2. Bob Hanrahan (Hon); 3. Wayne Balliette (Hon); 4. Chuck Jensen (Kaw); 5. Kurt Dimmick (Yam).
VET NOV: 1. Wayne Anthony (Hon); 2. Paul Lastoska (Hon); 3. Chip Carlson (Hon); 4. Scott Wiseman (Hon); 5. Lauren Mitoff (Hon).
VET AM: 1. John H. (Yam); 2. Jim Mason (Hon); 3.Rhon Martin (Hon); 4.Russ Borsky (Hon); 5. Steve Geist (Hon).
VET PRO: 1. Shawn Smith (Hon); 2. Arlo Englund (Yam); 3. Robert Hanrahan (hon); 4. Troy Rhoter; 5. Jim Eckert (Hon).
SR NOV: 1. Rocky Gentry (Yam); 2. John Turner (Yam); 3. Thomas Dodge (Hon); 4.John Sanger (Hon); 5. Tom Robertson (Yam).
SR AM: 1. Jock Derry (Kaw); 2. Rick Oppermann (Hon); 3. Jim Thomas (Hon); 4. Bruce Mills (Yam); 5. T. Seller (Kaw).
SR EX: 1. Dave Wollaston (Kaw); 2. Ed Perriton (Hon); 3. Byron Wolf (Hon); 4. Gary Shiramizu (Yam); 5. Vic Ziemer (KTM).
S/SR: 1. Bobby Hancock (Hon); 2. Tom Hamm (Suz); 3. Jim Long (Yam); 4.David Snell (Yam); 5. Jim Reimer (Yam).
WMN: 1. Mollie Bourke (Kaw); 2. Tracy Frydendall (Yam); 3. Angie Riggs (Hon); 4. Pam Nelson (Kaw); 5. Cynthia Bennett (Hon).

Lusk leaves 'em behind at Gatorback MX

By Kyle Meyers

GAINESVILLE, FL, APR. 13-14

Over 250 riders from seven states competed at the WorldSports/Gear Racewear/TX-10/

Renthal/Chariot/Dunlop/Boyesen/Scott USA/Pro-Action/Power Mist/Barr's Competition/Super Track Builders/David Brown-sponsored Loretta Lynn's qualifier and Silver Cup Championships race at Gatorback Cycle Park. Team Suzuki's Ezra Lusk was the weekend's big winner, as he won the 125cc Schoolboy Stock and Modified and 125cc A Stock and Modified classes.

After the races, a bake sale and silent auction were held with the proceeds going to injured motocrosser Tony Hanes. Many factory racers donated their riding gear at the St. Petersburg supercross for the auction.

Lusk won seven of the eight motos that he competed in en route to his four class victories. Josh Latina finished second behind Lusk in both of the Schoolboy classes, while Timmy Ferry finished second in the 125cc A Stock class. Anthony Paggio was the runner-up in the 125cc A Modified class.

Steve Rayburn grabbed the holeshot in the first 250cc A Modified moto, with Paggio and Justin Jackson in tow. Paggio blasted into the lead and went on unchallenged while Gene Naumec worked through the pack after a lackluster start. Naumec scooted into second at the finish ahead of Jackson.

Jackson holeshot the second moto with Dean, Paggio and Naumec close behind. Paggio and Naumec battled for the lead until Naumec siezed his bike. Paggio rode to the moto and overall wins, while Jackson cruised to second place.

Results

SATURDAY

80 14-15 STK: 1. Jason Sybert (Hon); 2. Wayne Wilkie (Kaw); 3. Scott Lamb (Hon); 4. Kim Sybert (Hon); 5. Michael Boloni (Suz).

125 YTH STK: 1. Ezra Lusk (Suz); 2. Josh Latina (Kaww); 3. Chris Brown (Suz).

125 YTH MOD: 1. Ezra Lusk (Suz); 2. Josh Latina (Kaw); 3. Chris Brown (Suz).

WMN: 1. Kim Sybert (Hon); 2. Beth Lewis (Hon); 3. Cathy Priest (Kaw); 4. Judy Adams (Suz); 5. Jennifer Sellars (Suz).

125 B STK: 1. Josh Latina (Kaw); 2. Brandon Smith (Kaw); 3. Lonny Bischoff (Hon); 4. Trey Small (Kaw); 5. Steve Allred (Suz).

125 A STK: 1. Ezra Lusk (Suz); 2. Timmy Ferry (Kaw); 3. Gaul Paul (Hon); 4. Chris Brown (Suz).

125 C STK: 1. Chris Johnson (Suz); 2. Eddie Ray (Kaw); 3. Anthony Pocorobba (Hon); 4. Scott Moore (Hon); 5. Kevin Lampe (Hon).

250 A STK: 1. Gaul Paul (Hon); 2. Jeff Lampe (Hon).

250 B STK: 1. Brandon Smith (Kaw); 2. Todd Downs (Yam); 3. Bryan List (Hon); 4. Tom Boyland (Kaw); 5. John Vangikler (Hon).

250 C STK: 1. Scott Moore (Hon); 2. Mike Jones (Kaw); 3. Brian Morris (Hon); 4. Alex Cox (Suz); 5. Toy Whitaker (Suz).

SUNDAY

80 9-13 MOD: 1. Ricky Carmichael (Kaw); 2. Jarrett Tipping (Suz); 3. Kenneth Jones (Hon); 4. Matt Walker (Kaw); 5. Darren McElhatten (Hon).

80 14-15 MOD: 1. Jason Sybert (Hon); 2. Kim Sybert (Hon); 3. Wayne Wilkie (Kaw); 4. Paul Currie (Kaw).

S/MINI: 1. Ricky Carmichael (Kaw); 2. Matt Walker (Kaw); 3. Kenneth Jones (Hon); 4. Darren McElhatter (Hon); 5. Aaron Linset (Kaw).

125 C MOD: 1. Anthony Pocorobba (Hon); 2. Edwards Ray (Kaw); 3. Brad Simpson (Kaw); 4. Scott Moore (Hon); 5. Brian Passio (Kaw).

250 C MOD: 1. Alex Cox (Suz); 2. Leonard Leggett (Suz); 3. Troy Whitaker (Suz); 4. Scott Moore (Hon); 5. Steve Dixon (Hon).

125 B/C: 1. Kyle Myers (Kaw); 2. Mark Rock (Kaw); 3. Eric Miles (Hon); 4. Marc Hayes (Yam).

250 B/C: 1. John Choate (Kaw); 2. Tony Gallardy (Yam); 3. Brett Beale (Suz); 4. Mark Cassles (Yam).

125 B MOD: 1. Josh Latina (Kaw); 2. Brandon Smith (Kaw); 3. Tom Boyland (Kaw); 4. Kevin Cozadd (Hon); 5. John Vangilder (Hon).

125 A MOD: 1. Ezra Lusk (Suz); 2. Anthony Passio (Kaw); 3. Timmy Ferry (Kaw); 4. Tim Dewardis (Kaw); 5. Ryan Dean (Suz).

250 B MOD: 1. Todd Downs (Yam); 2. Ricky Hampshire (Suz); 3. Brandon Smith (Kaw); 4. Bryan List (Hon); 5. John Vangilder (Hon).

250 A MOD: 1. Anthony Passio (Kaw); 2. Justin Jackson (Suz); 3. Ryan Dean (Suz); 4. Gene Naumec (Kaw); 5. Steve Rayborn (Suz).

OPEN B/C: 1. Dale Keene (Hon); 2. Chris Locke (Hon); 3. Johnny Borders (Hon); 4. Mitchell Holstein (Hon); 5. Steve Decker (Kaw).

OPEN A: 1. Gene Naumec (Kaw); 2. Tim Denardis (Hon); 3. Scott Taylor (Hon).

+25: 1. Alan Andreu (Hon); 2. Kevin Foley (Kaw); 3. Lee McIlvaine (Yam); 4. William Hobson (Suz); 5. Ed Kiley (Hon).

+30: 1. Alan Andreu (Hon); 2. Dale Keene (Hon); 3. Roger Adams (Hon); 4. Johnny Borders (Hon); 5. David Smith (Hon).

+40: 1. Woody Strickland (Suz); 2. Peter Harrison (Kaw); 3. Charles Wicker (Suz); 4. Louis Whitney (Hon); 5. Marc Hall (Hon).

Baker takes all at Shagbark Ranch

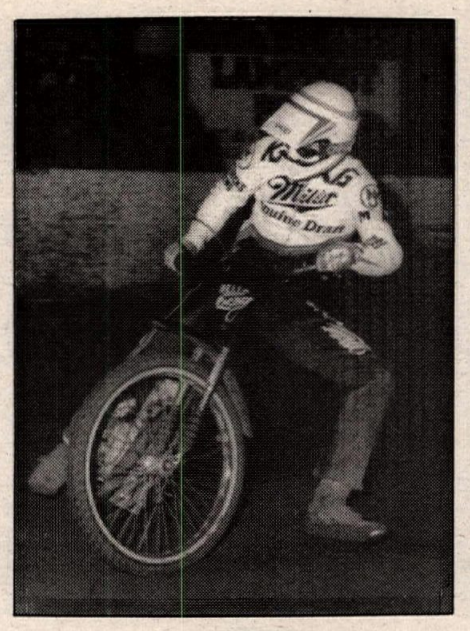
By Anna Boyd

BUNCH, OK, APR. 21

Chan Baker scored the overall win at the Oklahoma Cross Country Racing Association's event at Shagbark Ranch. Rain and cold weather didn't deter the riders as the OCCRA had one of its largest turnouts ever.

When the 250cc Expert class left the starting line, Baker took the early lead with Gerald Tims, Bobby Southard and Arkansas rider Steve VanZant following too close for comfort. Three laps into the race VanZant suffered a flat tire which put him out of the race, leaving Baker to battle off Tims and Southard. During the fourth lap Baker pulled further away from the two riders, and Tims and Southard just didn't have enought time to catch up. This gave Baker the overall win and with Southard finishing second he took home the overall Expert win for the day. Tims finished third to capture first in the 250cc Expert class.

In the 500cc class Robert Young and Tom Rhude battled it out all day for first. During the entire race Young and Rhude were only seconds apart. On the last lap, as they were coming through the scoring lanes, Young and Rhude were only two seconds apart, and first place went to Rhude with Young finishing a very close second.



Brad Oxley won the Handicap main event at Speedway USA.

The Over 30 Expert class win was disputed all day between Bill Eddy and Tom Haller. From the line Eddy got the holeshot with Denny Beitler getting a second-place start. Haller's start was slow but that's all that was slow about Haller. After the first lap Haller and Eddy were trading places all day. Between slower riders getting in the way and trying to stay on the bikes, Haller and Eddy stayed together for the entire race with Eddy pulling ahead of Haller at the finish by only three seconds to take the win.

Results

O/A CHAMP: 1. Chan Baker (Hon).

O/A EX: 1. Bobby Southard (Hon).

O/A AM: 1. Eric Edwards (Hon).

250 EX: 1. Gerald Tims (Hon); 2. Ken Heatherington (Kaw); 3. Everett Meadors (Hon); 4. Mark Palmer (Hon).

OVER 30 EX: 1. Bill Eddy (Kaw); 2. Tom Haller (Hon); 3. Denny Beitler (KTM); 4. Kenny Williams (KTM).

OVER 30 AM: 1. Randy Tucker (Hon); 2. Mike Price (Kaw); 3. Randy Hemphill (Hon); 4. Mike Kerr (Hon).

200 AM: 1. Kevin Ewing (Kaw); 2. Tommy Duncan (Kaw); 3. Brad Hilker (Hon); 4. Dean Majtyka (Kaw).

200 EX: 1. Eugene Springton (Hon); 2. Mike Sullivan (Kaw); 3. Greg Gordon (Kaw); 4. Bobby Paschal (Hon).

500: 1. Tom Rhude (Hon); 2. Robert Young (Suz); 3. Allen Fuller (Hon); 4. Phil Gilliard (Suz).

250 AM: 1. Steve Malone (Hon); 2. Steve Beitler (Hon); 3. Roy Gearhart (Hon); 4. Darrell Brandt (Hon).

OVER 40: 1. Kenny Twyman (Hon); 2. Richard Williams (Hon); 3. Brice Taylor Jr. (Kaw); 4. Bill Olson (Hon).

NOV: 1. Jimmy Womack (Cag); 2. Doug Albert (Hon); 3. Jaime Fischer (Suz); 4. Monty Rose (Kaw).

WMN: 1. Laura Harris (Kaw); 2. Kim Zaffuto (Hon); 3. Alana Rose (Kaw); 4. Kari Hill (Kaw).

MINI: 1. Steve Patton (Kaw); 2. Mike Patton (Kaw); 3. Clay Ford (Hon).

Schwartz, Oxley on top at Speedway USA

By Scott Daloisio

VICTORVILLE, CA, APR. 13

Former National Speedway Champions Bobby Schwartz and Brad Oxley shared the spotlight at Speedway USA. Schwartz scored his victory in the Scratch main, while Oxley earned his trophy in the eight-lap, eight-rider Handicap main.

Two-time California State Champion Steve Lucero had the pole for the Scratch main, and when the tapes went up he left Schwartz, Lance King and Josh Larsen in his dust. Schwartz drifted to the center of the track in turn two and King almost sneaked underneath for second. However, Schwartz knows the Victorville track well and he pulled King into turn three and maintained his hold on the number two spot.

Schwartz made up a lot of ground on Lucero on the second circuit by using the outside. At the end of lap two, Schwartz and Lucero were dead even. Staying wide, Schwartz put his Red Devil and Freedom Fireworks/CTi Brace/Quicksilver/Bell Helmets/Cirello Racing Weslake into first in turn one on lap three. Lucero refused to give up and applied heat to the new leader.

Geared taller than Lucero, Schwartz was almost rubbing his right footpeg against the wall on the last lap, while Lucero stayed glued to the pole. When the Dan Robinson checkered brought the affair to an end, Schwartz had a one length advantage to claim the win over Lucero. King placed third with Larsen fourth.

In the Handicap main, Jason Chism had a clutch problem and had to start the race leaning over on his right footpeg. Nevertheless, he led into the first turn. Oxley immediately came calling and passed Doug Bowers before they exited turn two for second. Oxley was on the outside and in turn three on lap one, he took his Miller Genuine Draft/Gary Hicks Racing/Mom/NJK/Cirello Racing Weslake past Chism for first.

Joel Dengler won all four Expert motos at Budds Creek MX.

Oxley looked like he was going to score a runaway win, but King, who moved into second before the first lap was finished, chopped down Oxley's lead and on lap four he went by for the lead. However, a red flag came out seconds later due to a crash. The race reverted to the last lap for the restart and Oxley was back in the lead.

Oxley didn't make any mistakes on the restart and moved out for a commanding advantage. King and Larsen became embroiled in a war for second until the final lap. They came together several times, but Larsen found a hole and squirted by on the back chute the final time. That was good for second, but he had no chance of catching Oxley, who claimed his first win of the season.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Steve Lucero (Wes); 3. Lance King (GM); 4. Josh Larsen (Gdn).

HDCP: 1. Brad Oxley (Wes); 2. Josh Larsen (Gdn); 3. Lance King (GM); 4. Mike Faria (Wes).

D-2: 1. Rob Ball (Wes); 2. Bobby Salsbury (Wes); 3. Jim Estes (Gdn); 4. Bob Richards (Wes).

D-3: 1. Rick Webb (Wes); 2. Johnny Edwards (GM); 3. Bill Green (Gdn); 4. Randy Fannin (Wes).

SDCAR: 1. Kenny McIntyre/Les Davis (Kaw); 2. Ken Ohrt/Doug Whitson (H-D); 3. Craig Dempster/Peter Lewis (Kaw); 4. Kent Benander/Cary Pollard (Kaw).

JR: 1. Chris Werner; 2. Heath Hammonds; 3. Pete Peralta; 4. Aaron Matteson.

Dengler dashes to Budds Creek Motocross win

Photo by Crystal Photography

BUDDS CREEK, MD, APR. 6-7

Over 500 riders turned out for the National Amateur Championship qualifier at Budds Creek MX Park, but it was Joel Dengler who left as the big winner. Dengler captured the wins in the 125 and 250cc Expert classes.

Dengler gated perfectly in the first 125cc Expert moto, and led Billy Schlag up the first long straight. Schlag roosted past Dengler and the top two riders pulled away from the rest of the pack. Dave Kratz, Chris Taylor and Richard Zupko argued over the third spot. Dengler hounded Schlag, and roosted past in the late stages of the race. Dengler crossed the finish line ahead of Schlag, Kratz and Taylor.

Schlag led Dengler at the start of the concluding moto, and the two riders pulled away from the pack in their battle for the lead. Dengler roosted past Schlag and took the moto and overall wins. Chris Taylor piloted his Yamaha across the finish line in second.

The 250cc Expert class saw Dengler, Schlag and Rob McWhorter out front early on. Schlag dropped out with mechanical problems, and McWhorter began to hound Dengler. Although McWhorter matched Dengler's pace, he was unable to find a way around the leader.

Dengler claimed his fourth holeshot of the day in the second moto, with Michael Richards and Taylor close behind. Taylor found his way past Richards, but was unable to close on Dengler. Dengler crossed the finish line well ahead of Taylor, Richards and McWhorter.

Results

125 EX MOD: 1. Joel Dengler (Kaw); 2. Rick Wetzel (Hon); 3. Dave Kratz (Hon); 4. Mike McDonald (Suz); 5. Richard Zupko (Kaw).

125 B MOD: 1. Wayne Scott (Hon); 2. Chris Gurnee (Hon); 3. Keith Trocoli (Hon); 4. Sam Williams (Suz); 5. Jon Rightmire (Kaw).

125 C MOD D-1: 1. John Sniadoch (Hon); 2. Rob Reatherford (Yam); 3. Ben Firestone (Suz); 4. Ken Warren (Hon); 5. Bob Hoisington (Suz).

125 C MOD D-2: 1. Billy Delanzo (Hon); 2. Billy Snook (Kaw); 3. Kris Webb (Kaw); 4. Richard Ruck (Kaw); 5. Jonathan Delnegro (Hon).

250 EX MOD: 1. Joel Dengler (Kaw); 2. Rick Wetzel (Hon); 3. Mike McDonald (Suz); 4. Rob McWhorter (Suz); 5. Chris Taylor (Yam).

250 B MOD: 1. Wayne Scott (Hon); 2. George Wolter (Hon); 3. Freddie Longfellow (Kaw); 4. Randy Peele (Kaw); 5. John Blakeley (Yam).

250 C MOD: 1. Billy Delanzo (Hon); 2. Richard Ruck (Kaw); 3. Jonathan Delnegro (Hon); 4. Chriss Gross (Suz); 5. Quintin Mise (Hon).

OPEN B: 1. Jeff Schilling (Hon); 2. George Wolter (Kaw); 3. John Blakely (Hon); 4. Ted Greene (Kaw); 5. Rich Kahmer (Hon).

Reynaud rules at Nasty Creek HS

By Arlene Hejlek

STANTON, MO, APR. 14

Rusty Reynaud topped 150 riders when he scored the overall win in the third round of the Missouri Hare Scrambles Series at Nasty Creek.

Reynaud, Chris Caplinger and Tim Newell left the line together at the start, but Reynaud overcooked the first turn and went down, taking Newell with him. Caplinger then battled for the lead with Steve Leivan before he pulled ahead to dominate the second and third laps. Newell worked his way up to second and Reynaud was on the gas and in third position by the second lap. On the fourth lap Reynaud blew by Newell and overtook Caplinger, who suffered a flat front tire. Surdyke Yamaha/White Bros.-sponsored Reynaud kept it pinned for two more laps and scored the overall win.

Newell was awarded first place in the Expert class followed by Caplinger. A last-lap pass put Jeff Sledge third in the Expert class, demoting Jerry Hemann, who was plagued by a broken shifter, to fourth. Leigh Letellier pulled in at fifth Expert with Leivan hot on his heels.

Ricky Horton was last off the line in the Intermediate class, but moved up to take the lead when Vince Throckmorton smacked a tree on the second lap. Kevin Borts ran third for the whole two hours, while Bob Caplinger, who recently celebrated his 50th birthday, showed the kids how to do it by finishing fourth in the class and close to the top 10 overall after finishing fifth in the Vintage race held that morning.

Darrel Townsend thought he had the 125cc class win in the bag, but Mark Kendall went around him on the last lap and took home the first place trophy. CN

Results

O/A: 1. Rusty Reynaud (Yam); 2. Tim Newell (Hon); 3. Chris Caplinger (ATK); 4. Jeff Sledge (Yam); 5. Jerry Hemann (Hbg).

EX: 1. Tim Newell (Hon); 2. Chris Caplinger (ATK); 3. Jeff Sledge (Yam); 4. Jerry Hemann (Hbg); 5. Leigh Letellier (KTM).

INT: 1. Ricky Horton (Yam); 2. Vince Throckmorton (Hon); 3.Kevin Borts (Kaw); 4. Bob Caplinger (ATK); 5. Keith Kibort (Kaw).

125: 1. Mark Kendall (Kaw); 2. Darrel Townsend (Hon); 3. Matt Jamieson (KTM); 4. Steve Fischer (Yam); 5. Dave Ryan (Hon).

200: 1. David Dillingham (Kaw); 2. Randy Wilson (Kaw); 3. Terry Wisecup (Kaw); 4. Sid Turpin (Kaw); 5. Donald Bemis (Kaw).

250: 1. Dwight Maggard (Yam);2 . Tom Summers (Yam); 3. Kevin Harmon (Yam); 4. Matt Faletti (Kaw); 5. Doug Friese (Hon).

OPEN: 1. Terry Gilliland (KTM); 2. Mike Turpin (ATK); 3.Mike Burkhart (Hon); 4. Tim Gilliland (ATK); 5. Robert Reed (Hon).

4-STRK: 1. Randy Jones (Hon); 2. Mike Heavens (Hon); 3. Jeff Lappe (Hon); 4. Cornell Porter (Hon); 5. Gary Pilant (Hon).

SR: 1. Dave Altmann (Yam); 2. Paul Krewet (ATK); 3. Roger LeRette (Yam); 4. John Gott (Yam); 5. Jim Ortbals (KTM).

S/SR: 1. Glen Jungmeyer (Kaw); 2. Jim Letellier (KTM); 3. Binny Adams (Kaw); 4. Larry Hayes (ATK); 5. Paul Taylor (Hon).

JR: 1. David Wilfong (Hon); 2. Ryan Bruce (Hon); 3. Ryan Pirtle (Hon); 4. Dustin Wisecup (Kaw).

BEG: 1. Joe Zykan (Yam); 2. Mike Sellenschutter (Hon); 3. Larry McNeely (Suz); 4. Terry Barnett (Hon); 5. Joe Arnold (Hus).

VINT: 1. Al Hejlek (Yam); 2. Jesse Laswell (Hus); 3. Charlie Spann (BSA); 4. Carl Donelson (BSA); 5. Bob Caplinger (BSA).

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SAT 'B'	NOV—BEG SENIORS&$$	NOV—BEG VETS	QUADS	NOV—BEG 250	NOV—BEG OPEN
	8:00	9:30	11:00	12:30	2:00
SUN 'A'	NOV—BEG SENIORS&$$	NOV—BEG VETS	QUADS	NOV—BEG 250	NOV—BEG OPEN
SUN 'B'	EX—AM SENIORS&$$	EX—AM VETS	0-175 & WOMEN	EX—AM 250	EX—AM OPEN

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6/2 Half Mile — Am. National Qualifier
6/15 Short Track — Am. Nat'l Qualifier
7/19 Short Track — Afton Fair Invitational
8/3 Short Track
8/10 Short Track
8/24 Short Track
9/7 Short Track
9/8 Half Mile
9/21 Short Track
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

5/12 Jerez, Spain
5/19 Monza, Italy
5/26 Hockenheim, Germany
6/9 Salzburgring, Austria
6/16 Rijeka, Yugoslavia
6/29 Assen, Holland
7/21 Paul Ricard, France
8/4 Donington Park, Great Britain
8/18 Misano, San Marino
8/25 Brno, Czechoslovakia
9/8 Interlagos, Brazil
9/29 Shah Alam, Malaysia

World C'ship Superbike Road Race Series

6/2 Mosport, Canada
6/9 Brainerd, USA
6/30 Osterreich, Austria
8/4 Misano, San Marino
8/11 Anderstorp, Sweden
8/25 Sugo, Japan
9/1 Shah Alam, Malaysia
9/15 Hockenheim, Germany
9/29 Magny Cours, France
10/6 Mugelio, Italy
10/19 Philip Island, Australia

World C'ship Endurance Road Race Series

7/14 Spa, Belgium
7/28 Suzuka, Japan
8/4 Jahor, Malaysia
9/22 LeCastellet, France
9/29 Donington Park, Great Britain
10/20 Philip Island, Australia

World C'ship Observed Trials Series

5/16 Bielstain, Belgium
6/2 Cierp-Gaud, France
6/9 Viella, Spain
6/23 Myslenice, Poland
6/30 Piesting, Austria
7/7 Cervina, Italy
8/23 Helsinki, Finland
9/1 Gothenberg, Sweden
9/15 Nepomuk, Czechoslovakia

World C'ship 125cc MX Series

5/5 Markello, Holland
5/26 Kaposvar, Hungary
6/2 Roggenburg, Switzerland
6/9 Genk, Belgium
6/23 Hatherton, Great Britain
6/29 Killinchy, Ireland
7/14 Amatitlan, Guatemala
7/21 Campos do Jordao, Brazil
8/4 Riel, Germany
8/18 Suzuka, Japan

World C'ship 250cc MX Series

5/5 Schwanenstadt, Austria
5/12 Mantova, Italy
5/26 Hyvinkaa, Finland
6/16 Bandasserona, San Marino
6/23 Arbis, France
6/30 Nismes, Belgium
7/14 Unadilla, USA
7/21 Maracay, Venezuela
8/4 Motola, Sweden
8/18 Suzuka, Japan

World C'ship 500cc MX Series

5/5 Vissefjarda, Sweden
5/12 Castalnau de Levis, France
6/2 Norg, Holland
6/30 Esantaoglia, Italy
7/7 Hawkstone Park, Great Britain
7/21 Reutlingen, Germany
8/4 Namur, Belgium
8/11 Kohlenberg, Luxemburg
8/25 San Bernardino, CA, USA

World C'ship Enduro Series

6/1-2 Jaemsae, Finland
6/8-9 Vimmerby, Sweden
6/22-23 La Rufina, Italy
6/29-30 Borgo Maggiore, San Marino
7/20-21 Kielce, Poland
7/27-28 Munster, Germany

Int'l Six Days Enduro

9/2-7 Brezova, Czecho

Motocross des Nations

9/15 Valkenswaard, Holland

Trial des Nations

9/22 Grosshaubach, Germany

AMA Grand Nat'l C'ship Camel Pro Series

5/11 Pomona, CA HM
5/19 San Jose, CA M
5/26 Springfield, IL M
6/8 Louisville, KY HM
6/29 Lima, OH HM
7/13 Hagerstown, MD HM
7/20 Syracuse, NY M
7/27 Oklahoma City, OK HM
8/4 Peoria, IL TT
8/7 Rapid City, SD HM
8/24 Indianapolis, IN M
9/1 Springfield, IL M
9/15 San Jose, CA M
10/5 Pomona, CA HM
10/12 Sacramento, CA M
Info 614/891-2425

AMA Camel Supercross Series

5/4 Las Vegas, NV
5/18 E. Rutherford, NJ
6/8 Oklahoma City, OK
6/15 San Jose, CA
6/22 Los Angeles, CA
Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

5/26 Mt. Morris, PA
7/7 Buchanan, MI
7/21 Axton, VA
7/28 Troy, OH
8/4 Southwick, MA
Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/11 Millville, MN
9/1 Washougal, WA
9/22 Binghamton, NY
9/29 Delmont, PA
10/6 Budds Creek, MD
10/13 New Berlin, NY
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

5/5 Fresno, CA M
5/18 San Jose, CA TT
6/2 Peoria, IL TT
6/16 Hutchinson, KS HM
6/22 Lake Odeesa, MI HM
7/7 Franklin, WI ST
8/9 Sturgis, SD ST
8/10 Sturgis, SD HM
8/17 Hamburg, NY HM
9/21 Castle Rock, WA TT
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

6/14-16 Loudon, NH
6/28-30 Elkhart Lake, WI
7/4-6 Charlotte, NC
7/13-14 Miami, FL
8/2-4 Lexington, OH
8/9-11 College Station, TX
9/6-8 Topeka, KS
9/20-22 Rosamond, CA
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

5/19 Middlebury, IN
6/2 Jefferson, PA
6/9 Freemansburg, PA
6/16 Avoca, NY
8/4 Jefferson, PA
9/15 Freemansburg, PA
9/29 Jefferson, PA
10/13 Oregonia, OH
* All Star Invitational
Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb

8/31 Everett, PA
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

5/5 Union, SC
7/14 Perkinston, MS
9/22 New Waverly, TX
10/13 Redding, CA
10/27 Bear, DE
11/3 Morrison, IL
* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

6/9 West Greenwich, RI
6/30 Ketchum, ID
7/21 Flat River, MO
7/28 S. Edmonston, NY
9/29 Lynnville, IN
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

5/5 Las Vegas, NV
9/29 Wendover, UT
10/20 Wells, NV
* Tentative
Info 614/891-2425

AMA/Wiseco/ Yamaha/Yokohama Grand Nat'l Cross Country Series

5/12 Beckley, WV
6/2 Buckhannon, WV
6/16 Davis, WV
6/30 Charlotte, NC
8/25 Waterford, OH
9/8 Millfield, OH
9/22 Bunner Ridge, WV
10/6 Elkins, WV
10/20 Mt. Morris, PA
11/10 Greeneville, TN
Info 304/594-1157

AMA Amateur/Youth Nat'l Dirt Track C'ship

TT Scrambles Final
7/12-13 Peoria, IL
Short Track Final
7/9-10 Peoria, IL
Half Mile Final
7/6-7 Henry, IL
Info 614/891-2425

AMA Amateur Nat'l C'ship Supercross Series

5/5 Las Vegas, NV
5/18 E. Rutherford, NJ
6/2 Foxboro, MA
6/16 San Jose, CA
6/23 Los Angeles, CA
Info 813/822-8929

AMA/CCS Pro/Am C'ship Road Race Series

Great Lakes Region
5/11-12 S. Beloit, IL
6/15-16 Grattan, MI
7/6-7 Grattan, MI
7/27-28 S. Beloit, IL
8/24-25 S. Beloit, IL
9/14-15 Grattan, MI
10/5-6 Grattan, MI

South Florida Region
5/27 W. Palm Beach, FL
6/29-30 Savannah, GA
7/20-21 W. Palm Beach, FL
8/3-4 Savannah, GA
8/17-18 W. Palm Beach, FL
8/31-9/1 Savannah, GA
9/21-22 W. Palm Beach, FL
8/28-29 Braselton, GA
10/27 W. Palm Beach, FL
12/15 W. Palm Beach, FL

Southeast Region
5/4-5 Braselton, GA
5/25-26 Savannah, GA
6/29-30 Savannah, GA
8/3-4 Savannah, GA
8/17-18 Talladega, AL
8/31-9/1 Savannah, GA
10/12-13 Talladega, AL

Mid Atlantic Region
5/11-12 Summit Point, WV
5/25-26 Savannah, GA
6/22-23 Summit Point, WV
7/20-21 Summit Point, WV
9/14-15 Summit Point, WV
8/28-29 Braselton, GA

Midwest Region
5/11-12 S. Beloit, IL
6/1-2 S. Beloit, IL
6/15-16 Grattan, MI
7/6-7 Grattan, MI
7/27-28 S. Beloit, IL
8/24-25 S. Beloit, IL
9/7-8 S. Beloit, IL
10/5-6 Grattan, MI

Salt Lake Region
5/5 Bonneville, UT
5/27 Bonneville, UT
7/7 Bonneville, UT
9/1 Bonneville, UT
10/6 Bonneville, UT

Southwest Region
5/25-26 Chandler, AZ
6/15-16 Chandler, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Chandler, AZ
10-/12-13 Las Vegas, NV

Northeast Region
5/11-12 Loudon, NH
5/25-26 Bridgehamton, NY
6/8-9 Loudon, NH
6/29-30 Loudon, NH
7/20-21 Bridgehamton, NY
8/3-4 Loudon, NH
9/7-8 Loudon, NH

Mountain Region
5/4-5 Second Creek, CO
5/25-26 Mt. View, CO
6/8-9 Pueblo, CO

6/22-23	Second Creek, CO
7/6-7	Second Creek, CO
7/20-21	Mt. View, CO
8/3-4	Pueblo, CO
8/17-18	Mt. View, CO
9/14-15	Steamboat Springs, CO
9/28-29	Second Creek, CO
Finale	
10/18-20	Daytona Beach, FL

Info 614/891-2425

AMA Nat'l Reliability Enduro Series

5/18-19	Trout Lake, MI
5/26	McArthur, OH
6/1-2	Idaho City, ID
6/22-23	McMinnville, OR
10/5	Minden, NV

Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

5/18-19	Nehawka, NE
5/25	TBA, AL
5/27	Berea, KY
9/1	TBA, PA
9/7	Wrentham, MA
9/8	Exeter, RI

Info 614/891-2425

AMA/Loretta Lynn Amateur/Youth MX Qualifiers

Northeast Area

5/18-19	S. Edmestonm NY
6/1-2	Hookstown, PA
6/15-16	Youth Regional Auburn, NY
6/22-23	Amateur Regional Armaugh, PA

Southeast Area

5/4-5	Reddick, FL
5/18-19	Greeneville, TN
6/15-16	Amateur Regional Axton, VA
6/22-23	Youth Regional Gainesville, FL

Mideast Area

5/4-5	Brown City, MI
5/11-12	Hortonville, IN
5/18-19	Tiffin, OH
6/1-2	Mitchell, IN
6/15-16	Amateur Regional Delta, OH
6/22-23	Youth Regional Sugar Grove, OH

North Central Area

5/4-5	Denmark, WI
5/18-19	Lowes, KY
6/15-16	Youth Regional Casey, IL
6/22-23	Amateur Regional Byron, IL

South Central Area

5/26	Tyler, TX
6/22-23	Am/Youth Regional Tyler, TX

West Central Area

5/18-19	Price, UT
6/1-2	Am/Youth Regional Rock Springs, WY

Northwest Area

5/26	Am/Youth Regional Roseburg, OR

Southwest Area

5/18	Las Vegas, NV
5/25	Adelanto, CA
6/8	Am/Youth Regional Adelanto, CA

Nat'l C'ship Finals

8/13-17	Hurricane Mills, TN

Info 419/478-5386

Alaska Motorcycle Road Race Assn. Series

5/5	Anchorage, AK
5/12	Anchorage, AK
5/25-26	Anchorage, AK
6/8	Anchorage, AK
6/15-16	Anchorage, AK
6/30	Sutton, AK
7/6-7	Fairbanks, AK
7/21	Anchorage, AK
7/28	Sutton, AK
8/3-4	Sutton, AK
8/11	Anchorage, AK
8/31-9/1	Fairbanks, AK
9/8	Anchorage, AK

Info 907/694-2805

CMA Canadian Nat'l Dirt Track Series

7/1	Peterborough, Ontario, CAN
7/6	Jonquiere, Quebec, CAN
7/13	Welland, Ontario, CAN
8/10	Trois Rivieres, Quebec, CAN

CMA Canadian Nat'l MX Series

5/26	Riverglade, New Brunswick, CAN
7/7	Ste-Genevieve de Batiscan, Que., CAN
7/14	Vallee Jonction, Quebec, CAN
7/21	Rimouski, Quebec, CAN

RACE Castrol-Motoplan Canadian Nat'l Road Race C'ship Series

5/24-26	Shannonville, Ont., CAN
6/21-23	Calgary, Alberta, CAN
7/12-14	Shannonville, Ont., CAN
7/26-28	Shubanacadie, N.S., CAN
8/9-11	Montreal, Quebec, CAN
8/30-9/1	Shannonville, Ont., CAN

Info 416/940-8873

RACE Castrol Eastern Canada Road Race Challenge Series

5/3-5	Shannonville, Ont., CAN
6/7-9	Shannonville, Ont., CAN
6/28-30	Shannonville, Ont., CAN
7/19-21	Le Circuit Deux Montagnes, CAN
8/16-18	Shannonville, Ont., CAN
9/27-29	Shannonville, Ont., CAN

Info 416/940-8873

WERA Pro/F-USA Road Race Series

5/25-26	Shannonville, CAN
6/21-23	Kent, WA
8/2-4	Brainerd, MN
8/23-25	Pocono, PA
9/20-22	W. Palm Beach, FL
10/30-11/3	Grand Nat'l Final Suzuki Nat'l Cup Final Braselton, GA

Info 803/681-9372

SBS/PM WERA Nat'l Endurance Road Race Series

5/4	Garrettsville, OH
5/18	Grattan, MI
6/8	Portland, OR
6/22	Kent, WA
7/13-14	Garrettsville, OH
8/3	Brainerd, MN
8/21	W. Palm Beach, FL
8/31	Millington, TN
9/14	Faulkville, GA
10/5	Clermont, IN
11/1	Braselton, GA

Info 803/681-WERA

WERA Nat'l Vintage Road Race Series

5/11	Talladega, AL
5/25	Summit Point, WV
6/1	Savannah, GA
6/8	Nelson Ledges, OH
6/15	S. Beloit, IL
6/29	Grattan, MI
8/3	Talladega, AL
8/10	Rockingham, NC
8/17-18	Oak Hill, SC
8/23	Pocono, PA
8/31	Nelson Ledges, OH

Info 803/681-WERA

WERA Regional C'ship Road Race Series

Northeast/Mid-Atlantic Region

5/4-5	Garrettsville, OH
5/25-26	Summit Point, WV
6/8-9	Garrettsville, OH
6/15-16	Rockingham, NC
8/10-11	Rockingham, NC
8/17-18	Summit Point, WV
8/23-25	Long Pond, PA
8/31-9/1	Garrettsville, OH
9/28-29	Garrettsville, OH
10/12-13	Summit Point, WV

Southeast Region

5/11-12	Talladega, AL
6/1-2	Faulkville, GA
6/15-16	Rockingham, NC
6/29-30	Talladega, AL
7/20-21	Faulkville, GA
8/10-11	Rockingham, NC
8/23-25	Long Pond, PA
8/31-9/1	Millington, TN
9/14-15	Faulkville, GA
9/28-29	Talladega, AL

North Central Region

5/18-19	Grattan, MI
6/15-16	S. Beloit, IL
6/29-30	Grattan, MI
7/27-28	Grattan, MI
8/17-18	E. St. Louis, IL
8/23-25	Long Pond, PA
8/31-9/1	Garrettsville, OH
9/7-8	Grattan, MI
10/5-6	Clermont, IN

Mid Central Region

5/11-12	Talladega, AL
6/8-9	E. St. Louis, IL
6/29-30	Talladega, AL
8/3-4	Talladega, AL
8/17-18	E. St. Louis, MO
8/23-25	Long Pond, PA
8/31-9/1	Millington, TN
9/28-29	Talladega, AL

South Central Region

5/4-5	San Angelo, TX
6/1-2	Henderson, TX
6/22-23	San Angelo, TX
7/20-21	Henderson, TX
8/17-18	Henderson, TX
8/23-25	Long Pond, PA
8/31-9/1	Millington, TN
9/14-15	San Angelo, TX
10/12-13	Henderson, TX

Info 803/681-WERA

SETRA C'ship Enduro Series

5/5	Clinton, SC

Info 912/882-6483

SETRA C'ship Hare Scrambles Series

5/12	Jasper, AL

Info 404/532-6832

NESC C'ship MX Series

5/5	Middleboro, MA
5/12	Middleboro, MA
5/19	Southwick, MA
5/26-27	Lewiston, ME
6/2	Southwick, MA
6/9	C. Village, CT
6/16	Lewiston, ME
6/23	Southwick, MA
6/30	C. Village, CT
7/7	Southwick, MA
7/28	Southwick, MA
8/11	Middleboro, MA
8/18	C. Village, CT
8/25	Southwick, MA
9/1-2	Lewiston, ME
9/8	Southwick, MA
9/15	Middleboro, MA
9/22	C. Village, CT
9/29	Southwick, MA
10/6	Middleboro, MA
10/20	Southwick, MA
10/27	Middleboro, MA
11/3	Middleboro, MA
11/10	Middleboro, MA

Info 413/772-0685

NETRA C'ship Enduro Series

6/2	Somers, CT
6/16	Chester, CT
6/23	Wrentham, MA
6/30	Southampton, MA
7/28	Oxford, MA
9/8	Windsor, MA
9/22	Adams, MA
9/29	W. Greenwich, RI
10/20	W. Warren, MA
11/3	Stafford, CT
12/1	Marlborough, CT

Info 203/875-5757

NETRA C'ship Hare Scrambles Series

5/12	N. Conway, NH
6/9	W. Greenwich, RI
7/7	Union, CT
7/14	Windsor, MA
7/21	Fishouse, NY
8/4	Thomaston, CT
8/11	Eastern, MA
8/18	Union, CT
8/25	Cheshire, MA
9/15	N. Petersburg, NY
10/6	Fishouse, NY

Info 203/875-5757

NETRA Turkey Run Series

5/19	Exeter, RI
6/8-9	Allenstown, NH
7/21	Skowhegan, ME
8/4	Washington, MA
8/11	Southwest, MA
8/18	Bartonsville, VT
8/25	Gardner, MA
9/1	Allenstown, NH
9/8	Swiftwater, NH
9/15	Otis, MA
10/6	Winchendon, MA
10/13	N. Conway, NH
10/20	Cape Cod, MA
10/27	Central Village, CT
11/17	Berlin, MA
11/24	Plympton, MA

Info 203/875-5757

ECEA Enduro Series

5/5	New Gretna, NJ
5/12	Stanhope, NJ
5/26	New Philadelphia, PA
6/2	Whiteford, MD
6/23	Hobbie, PA
7/21	Blain, PA
7/28	Crossforks, PA
8/4	Middlebury Center, PA
8/11	Speedsville, NY
8/25	Mauricetown NJ
9/15	Shippensburg, PA
9/22	Brandonville, PA
9/29	W. Greenwich, RI
10/6	Greenbank, NJ
10/27	Bear, DE
11/10	Warren Grove, NJ

Info 609/893-7294

AHRMA Historic Cup Road Race Series

5/11	S. Beloit, IL
7/6	Grattan, MI
7/20	Summit Point, WV
8/31	Las Vegas, NV
9/14	Steamboat Springs, CO
9/28	Braselton, GA

Info 715/842-9699

AHRMA Showcase Road Race Series

5/18-19	Braselton, GA
6/15-16	Loudon, NH
6/29-30	Elkhart Lake, WI
8/3-4	Lexington, OH
9/7-8	Topeka, KS
9/21-22	Rosamond, CA

Info 715/842-9699

CRC 7UP O'NEAL USA RC CRC DUNESTOWN RACE SERIES

1991 Present . . . 14th ANNUAL DUNESTOWN SERIES

FREE O'NEAL PRODUCT EACH WEEK 100% PRO PAYBACK

ROUND 1 - SUNDAY, MAY 5, MX - DeAnza CYCLE PARK			
ENTRY FEE	MAIL $20 Post $25	FREE	100% Pro Payback PLUS CONTINGENCIES All Entries Receive O'Neal Wallets
ROUND 2 - SUNDAY, MAY 12, MX - L.A. COUNTY RACEWAY			
ENTRY FEE	MAIL $20 Post $25	FREE	100% Pro Payback PLUS CONTINGENCIES All Entries Receive O'Neal Grips
ROUND 3 - SUNDAY, MAY 19, MX - SUNRISE CYCLE PARK			
ENTRY FEE	MAIL $20 Post $25	FREE	100% Pro Payback PLUS CONTINGENCIES All Entries Receive O'Neal Crossbar Pads
ROUND 4 - SUNDAY, MAY 26, MX - L.A. COUNTY RACEWAY			
ENTRY FEE	MAIL $20 Post $25	FREE	100% Pro Payback PLUS CONTINGENCIES All Entries Receive O'Neal Hats
ROUND 5 - MONDAY, MAY 27 - DUNESTOWN GP L.A. COUNTY RACEWAY			
ENTRY FEE	MAIL $20 Post $25 Non Members Add $5	FREE	100% Pro Payback PLUS CONTINGENCIES 1st 100 Entries Receive O'Neal Gym Bags

Donnie Hansen MOTOCROSS ACADEMY

Jake

SCOTT USA

Kal-Gard

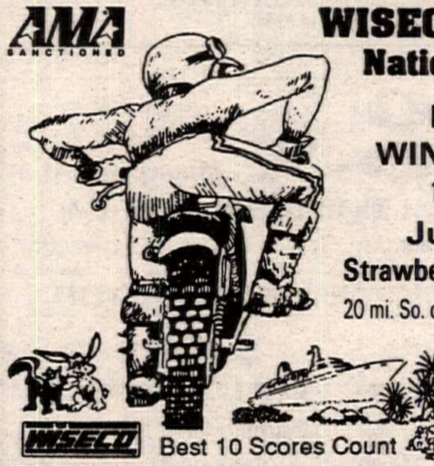
Mail entries to:

CRC
37045 Ran Dr.
Palmdale, CA 93550
(805) 272-8889
(Headquaters)

7UP RC SCOTT USA O'NEAL USA

DUNESTOWN CLASSIC GP
Los Angeles County Raceway Monday, May 27

AMA SANCTIONED



WISECO/YAMAHA/YOKOHAMA
National Cross Country Series

May 11 & 12 (Round 5)
WINTER PARK - Beckley, WV
12 mi. So. of Beckley on I-77 at Flat Top exit

June 1 & 2 (Round 6)
Strawberry Festival - Buckhannon, WV
20 mi. So. of Clarksburg on I-79, Weston exit to Rt. 33 E

SATURDAYS
QUADS RACE - 1 PM
SUNDAYS
BIKES RACE - NOON

Entries and Information
RACER PRODUCTIONS
Rt 7 Box 459
Morgantown, WV 26505
PHONE
(304) 594-1157

WISECO Best 10 Scores Count

YAMAHA YOKOHAMA

Gear BT RACING Fredette Racing Products VMX BK SCOTT SideWinder Kevin Brown Sales Delmans RV Sport Cycles LOJAK Off Road Racing Hoffman's Cycle KLOTZ ACERBIS Plastica Italia ITP

CRC CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK
Starting May 3rd MX Racing Every Friday Night at LACR
Dunestown Series Round 1
Sun. May 5 MX De Anza
Dunestown Series Round 2
Sun. May 12 MX LA County Raceway
Dunestown Series Round 3
Sun. May 19 MX Sunrise
Dunestown Series Round 4
Sun. May 26 MX LA County Raceway
Next Vintage Race
Sun. May 5 De Anza
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

AMP RESEARCH Eibach SPRINGS
We support Carlsbad Saturday MX

4/27	30 Minute Motos
5/4	NO RACE
5/11	30 Minute Motos
5/18	Regular Program
5/25	Regular Program
6/1	30 Minute Motos
6/8	Regular Program
6/15	Regular Program
6/22	Regular Program
6/29	NO RACE (Mammoth)

Racing Ent. - San Diego (619) 484-1441

1991 AMA ARGYLL PARK PROMOTIONS
Smooth Track TT Scrambles
3/8 Mi. Track / Open Traction

AMA SANCTIONED	SCRAMBLE CLASSES	DTX CLASSES
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*Parts-in-the Pits	201-250cc	126-250cc
*FREE Overnight Parking	251-360cc	251-500cc
Sign-Up 9:00 - 11:00 am	361-500cc	
Practice 10:00 - 11:00 am	501-Opencc	
Race 12:00 pm		

Calendar of Events
Practice Days
May 5,12
For Info Call (916) 678-3592 or 678-9956

1991 CMC Sanctioned
ARGYLL PARK
11 miles South of Dixon
off Hwy. 113 on
4915 Cook Lane
Calendar of Events
Practice Days
May 5,12
Gates Open at 6:30 am • Sign-Up at 7 am
Practice at 7:30 am • First Race at 9:00 am
30% Trophies to winners
100% Payback to all Pro, Paid by Moto and Overall
For Info Call (916) 678-3592 or 678-9956

SACRAMENTO RACEWAY
1991 Racing Calendar
CMC Stadium Motocross
Friday Nights, Apr. 5 - Oct. 25
Gates Open 5:00 pm
Stadium MX Practice Every Wed. Night 6 pm
Starting April 10
SPECIAL EVENTS
Spring Series Saturday Night, May 4
5305 Excelsior Rd., Sacramento, CA 95827
(916) 363-2653 (916) 363-2645
Track Located In South East Sacramento North Off The Jackson Highway

DE ANZA CYCLE PARK
1991 RACE SCHEDULE
100% PRO PAYBACK
Sun. May 5 CRC MX
Membership Required
Sun. May 12 DRC MX
No Membership Required
Sun. May 19 No Race
Sun. May 26 DRC MX
No Membership Required
Park Is Open 7 Days A Week For MX Practice & Open Trail Riding 8:30 A.M. - 4:30 P.M.
MX Track Is Prepared & Watered Every Saturday For Practice 7:30 A.M. - 5:00 P.M.
Sunday Gates Open 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

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125cc Pro

250cc Open Pro

$250	1st
$150	2nd
$100	3rd
$75	4th
$50	5th
Sign Up	3:00 to 6:00 pm
Practice	at 6:00 pm
Racing	at 7:00 pm

$2,500 AMATEUR PURSE

Championship Trophies

Series Awards

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BILLET ALUMINUM FORK BRACE	$59.95
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GFI/PERRIS RACEWAY 1991 SCHEDULE

Sat. May 4	"No Race"	
Sun. May 5	GFI Amateur SX Round #4	Silver Bowl Las Vegas, NV
Sat. May 11	GFI Super Sat. Morn. MX	Perris Raceway
Sat. May 18	Four-Stroke Nat'ls Day 1	Perris Raceway
Sun. May 19	Four-Stroke Nat'ls Day 2	Perris Raceway

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5/10 Dolly Madison Night
5/17 Handicap & Scratch Racing

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Fri., May 3 — Fri. Night MX Glen Helen
Sun., May 5 — Barona Oaks Shoei Spring Classic #5
Fri., May 10 — Fri. Night MX Glen Helen
Sun., May 12 — Sunrise Cycle Park Shoei Spring Classic #6
Fri., May 17 — Fri. Night MX Glen Helen

CA (714) 261-6116

NMA

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650

National Motosport Association

CALENDAR

AHRMA Regional Road Race Series

6/22	Summit Point, WV

Info 715/842-9699

AHRMA Vintage Iron Nat'l MX Series

6/8-9	Muddy Creek, TN
7/6	Buchanan, MI
9/13	Steamboat Springs, CO

Info 715/842-9699

AHRMA Vintage Trials Series

6/16	Millville, MN
7/14	Donner Pass, CA
8/10	Toronto, OH
9/12	Steamboat Springs, CO
10/TBA	TBA/IL

Info 609/426-4387

EVMR Vintage Motocross Series

6/9	Englishtown, NJ
7/7	Claverack, NY
8/31-9/1	South Berwick, ME
9/15	Southwick, MA
9/21	Broome-Tioga, NY
10/20	Englishtown, NJ

Info 201/385-5595

NY State C'ship Hare Scrambles Series

5/12	Saquoit Valley, NY
5/26	South Edmeston, NY
6/9	Moravia, NY
6/16	Little Genesee, NY
7/7	Speedsville, NY
7/28	South Edmonston, NY
8/25	Little Genesee, NY
9/8	South Edmonston, NY
9/29	Moravia, NY
10/27	South Edmonston, NY

Info 315/635-3396

CMA C'ship Supercross Series

9/14	Montreal, Quebec, CAN

Info 416/363-9035

VA C'ship Hare Scrambles Series

5/5	Rural Retreat, VA
5/19	Dillwyn, VA
6/2	Ivor, VA
6/23	Bristol, VA
7/14	Surry, VA
7/28	Pulaski, VA
9/15	Middlebrook, VA
9/29	Martinsville, VA
10/13	Newport News, VA
11/3	Surry, VA

Info 703/980-0591

FTR C'ship Enduro Series

5/18	Daytona, FL
6/2	Richloam, FL

Info 906/796-8654

FMC Summer Series

5/12	Ocala, FL
5/19	Reddick, FL
5/26	Valdosta, GA
6/2	Bithlo, FL
6/8	Hardeeville, SC

Info 904/277-2451

AMA Southeastern Regional C'ship MX Mega Series

5/4-5	Blountville, TN
6/1	Calhoun, GA
6/9	Blountville, TN
6/29-30	Blountville, TN
7/14	Wytheville, VA
8/4	Morganton, NC
8/18	Wytheville, VA
8/25	Blountville, TN
9/15	Blountville, TN
9/29	Kingsport, TN
10/26-27	Blountville, TN

Info 615/323-5497

ATA Observed Trials C'ship Series

5/5	Lucerne Valley, CA
6/1-2	Big Bear, CA
9/15	Cactus Flats, CA
10/6	Corral Canyon, CA
10/27	Lucerne Valley, CA
11/10	Littlerock Cyn., CA

Info 213/259-6631

Mid-Atlantic Vintage Trials Series

5/4-5	Toronto, OH
6/1-2	Duncannon, PA
6/8-9	Jefferson, PA
7/14	Bodines, PA
8/10-11	Toronto, OH
10/13	Toughkenamon, PA

Info 301/775-7209

PITS C'ship Trials Series

5/25-26	Feather Falls, CO
6/16	LaPorte, CA
6/30	Donner, CA
7/21	Donner, CA
8/18	Donner, CA
9/8	Donner, CA
9/28-29	Sparks, NV
10/20	Santa Cruz, CA
11/9-10	Patterson, CA
11/24	Auburn, CA

Info 916/723-9560

All Iowa Trials Riders Assn. Series

5/5	Newton, IA
6/1-2	Anamosa, IA
6/9	Waterloo, IA
7/14	Cedar Rapids, IA
8/3-4	Decatur, IA
9/8	Newton, IA
9/29	Marshaltown, IA

Info 319/377-8089

Int'l Oldtimers C'ship MX Series

5/4-5	Marysville, CA
5/25-26	Richland, WA
6/1-2	Edmonton, Alberta, CAN
6/15-16	Mammoth, CA
6/29-30	Duncan, B.C., CAN
7/13-14	Rock Springs, WY
7/27-28	Sandy, OR
8/31-9/1	Fernley, NV

Info 208/467-3593

Prostar Nat'l C'ship Drag Race Series

5/4-5	Houston, TX
6/1-2	Atco, NJ
6/29-30	Epping, NH
8/3-4	Jacksonville, NC
9/7-8	Louisville, KY
10/5-6	Atco, NJ
11/8-10	Bradenton, FL

Info 609/768-4624

IDBA Nat'l C'ship Drag Race Series

5/18-19	Memphis, TN
6/15-16	Rockingham, NC
7/13-14	Columbus, OH
8/10-11	Reading, PA
9/14-15	Norwalk, OH
10/19-20	Atlanta, GA

Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series

6/15-16	Tulsa, OK
6/22-23	Albuquerque, NM
7/13-14	Spokane, WA
7/27-28	Rising Sun, MD
8/24-25	Rochester, NY
9/7-8	Bakersfield, CA
9/21-22	Indianapolis, IN
10/5-6	Baton Rouge, LA
10/26-27	Phoenix, AZ
11/15-17	Gainesville, FL

Info 315/735-1661

HDRA All Harley Drag Race Series

5/12	Norwalk, OH
5/17-18	TBA
6/15-16	Hagerstown, MD
7/4-5	Charlotte, NC
8/24-25	Beaver Springs, PA
9/14-15	Salem, OH
10/19-20	Farmington, NC
11/16-17	TBA

Info 919/229-4877

CRA Spring Motocross Series

5/12	Amherst, OH
5/19	Ravenna, OH

Info 216/636-5505

CRA Fall Cross Country Series

9/15	Millport, OH
9/22	Canal Fulton, OH
10/13	Tippecanoe, OH
10/20	Malvern, OH
10/27	Ravenna, OH
11/17	Amherst, OH

Info 216/538-2220

CRA Fall Motocross Series

9/8	Salem, OH
9/21	Malvern, OH
9/28	Millport, OH
10/27	Amherst, OH

Info 216/636-5505

WNYSC C'ship Spring Series

5/5	Hunt, NY
5/12	Palmyra, NY
5/19	Auburn, NY
5/26	Batavia, NY
6/2	Auburn, NY
6/9	Silver Springs, NY

Info 716/594-8660

WNYSC C'ship Summer Series

6/16	Silver Springs, NY
6/23	Palmyra, NY
6/30	Auburn, NY
7/21	Silver Springs, NY
7/28	Batavia, NY
8/4	Palmyra, NY
8/11	Hunt, NY
8/18	Palmyra, NY

Info 716/594-8660

WNYSC C'ship Fall Series

8/25	Silver Springs, NY
9/1	Auburn, NY
9/8	Hunt, NY
9/15	Batavia, NY
9/29	Silver Springs, NY
10/6	Palmyra, NY
10/13	Silver Springs, NY
10/20	Batavia, NY
10/27	Batavia, NY

Info 716/594-8660

MO Hare Scrambles C'ship Series

5/5	Piedmont, MO
6/2	Jamestown, MO
6/9	Jefferson City, MO
6/23	Reform, MO
7/21	Flat River, MO
8/4	Steelville, MO
8/25	Sedalia, MO
9/8	Canton, MO
9/22	Collins, MO
10/6	Flat River, MO
10/20	Potosi, MO

Info 314/392-2475

ARRA Road Race Series

5/18-19	Willow Springs, CA
6/15-16	Willow Springs, CA
7/4	Willow Springs, CA
7/20-21	Willow Springs, CA
8/17-18	Willow Springs, CA
9/14-15	Willow Springs, CA
10/19-20	Willow Springs, CA
11/16-17	Willow Springs, CA
12/14-15	Willow Springs, CA

Info 805/966-5700

OMRRA C'ship Road Race Series

5/18-19	Portland, OR
6/8-9	Portland, OR
8/18	Portland, OR
9/21-22	Portland, OR
10/20	Portland, OR

Info 503/221-1487

MRA Road Race Series

5/5	Second Creek, CO
5/19	Mountain View, CO
6/9	Pueblo, CO
6/23	Second Creek, CO
7/7	Second Creek, CO
7/21	Mountain View, CO
8/4	Pueblo, CO
8/18	Mountain View, CO
9/14-15	Steamboat Springs, CO
9/29	Second Creek, CO

Info 303/789-2429

CRA C'ship Road Race Series

5/4-5	Brainerd, MN
5/18-19	Brainerd, MN
6/29-30	Brainerd, MN
9/14-15	Brainerd, MN

Info 612/332-4070

HDRA/SCORE Int'l Desert Racing Series

6/7-9	Baja Internacional Ensenada, B.C., MEX
7/5-7	Fireworks 250 Barstow, CA
9/6-8	Nevada 500 Pahrump Station, NV
10/11-13	Gold Coast 300 Jean, NV
11/7-10	Baja 1000 Ensenada, B.C., MEX

Info 818/889-9216.

Golden Crown of Baja Series

5/17-19	Gran Carrera de Tecate Tecate, B.C., MEX
7/26-28	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/20-22	Gran Carrera de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

6/1	Tecate Gran Prix Tecate, B.C., MEX
10/5	Ensenada Gran Prix Ojos Negros, B.C., MEX
11/2	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

SUDS Off-Road Series

5/25-26	Tecate, Baja, MEX
6/15-16	San Bernardino, CA
7/13-14	Tecate, Baja, MEX
8/17-18	San Bernardino. CA
10/19-20	Tecate, Baja, MEX
11/16-17	San Bernardino, CA

Info 818/340-5750

ADRA International Desert Race Series

5/26	Prescott, AZ
7/6-7	TBA
8/4	Flagstaff, AZ
9/1	Heber, AZ
10/12-13	Sonora, MEX
12/7	Sonora, MEX

Info 602/274-0010

Black-Jack Enduro Circuit Series

5/5	Chadwick, MO
5/19	Flat River, MO
6/9	Texarkana, TX
7/28	Goodman, MS
8/11	Breezy Hill, LA
9/15	Little Rock, AR
9/29	Stillwater, OK
10/13	Tulsa, OK
10/27	Oklahoma City, OK

Info 903/832-5323

RMEC Enduro Series

5/5	Chadron, NE
5/26	Limon, CO
6/9	Buena Vista, CO
6/23	Woodland Park, CO
7/14	Walden, CO
7/21	Del Norte, CO
8/4	Steamboat Springs, CO
9/29	Cloudcroft, NM

Info 307/742-4136

CRRC Road Race Series

5/4-5	San Angelo, TX
6/1-2	Henderson, TX
6/22-23	San Angelo, TX
7/20-21	Henderson, TX
8/17-18	Henderson, TX
9/14-15	San Angelo, TX
10/12-13	Henderson, TX
10/30-11/3	Grand Nat'l Final Braselton, GA

*Tenative
Info 713/342-9032

Texas Cross Country Racing Assn. Series

5/5	Red River, TX
5/19	Roanoke, VA
6/2	Swan, TX
6/16	Lake Murray, TX
6/30	Mosier Valley, TX
8/25	Waco, TX
9/8	Weatherford, TX
9/22	Lake Whitney, TX
10/6	Swan, TX

Info 214/229-9512

OCCRA Cross Country Series

5/5	Lawton, OK
5/19	TBA
6/9	Stillwater, OK
9/8	Lawton, OK
9/22	Shagbark, OK
10/6	TBA
10/20	Stillwater, OK
11/10	Lake Murray, OK
11/24	Oklahoma City, OK

Info 405/632-3370

Oklahoma State C'ship MX Series

6/22	Oklahoma City, OK
7/13	Lawton, OK
9/1	Oklahoma City, OK
9/22	Elk City, OK
10/20	Stillwater, OK
11/10	TBA

USBA C'ship Road Race Series

5/5	Salt Lake City, UT
6/9	Salt Lake City, UT
7/7	Salt Lake City, UT
9/1	Salt Lake City, UT
10/5-6	Salt Lake City, UT

Info 801/973-9091

MTEG Off-Road C'ship GP Series

5/18	Dallas, TX
7/20	Los Angeles, CA
9/TBA	Denver, CO
9/TBA	Las Vegas, NV
10/TBA	San Francisco, CA

* Tentative
Info 714/938-4100

AFM Road Race Series

5/25-26	Sears Point, CA
6/15-16	Sears Point, CA
6/29-30	Sears Point, CA
7/13-14	Sears Point, CA
8/10-11	Sears Point, CA
8/31-9/1	Sears Point, CA
10/20	Sears Point, CA

Info 415/537-8208

NMA Mini Road Race Series

5/19	Amago, CA
6/2	Riverside, CA
6/9	Amago, CA
7/7	Riverside, CA
7/28	Amago, CA
8/18	Riverside, CA
9/15	Riverside, CA
9/29	Amago, CA
10/13	Riverside, CA
10/27	Amago, CA
11/17	Riverside, CA
11/24	Amago, CA
12/7-8	Riverside, CA

Info 213/864-5214

GFI Amateur Supercross Series

5/5	Las Vegas, NV
6/23	Los Angeles, CA

NMA Off Road Series

6/9	Bellingham, WA
8/17-18	Bellingham, WA
9/7	Sultan, WA
9/22	Shelton, WA
10/20	Goldbar, WA
11/10	Shelton, WA
11/17	Bellingham, WA

Info 206/724-7515

NMA Enduro Series

5/19	Tenino, WA
7/21	Chehalis, WA
7/27	Mt. Vernon, WA
9/29	Mt. Vernon, WA
10/6	Olympia, WA
10/27	Bellingham, WA

Info 206/724-7515

MAY

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

• Denotes Pro Payback

May 1

CALIFORNIA SPEEDWAY
• Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

May 2

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

May 3

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC Night Arenacross. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195 or 544-1027.
CALIFORNIA TT
Supersport. Little Okie Spring TT Trophy Series. Little Okie, Madera. Info 209/673-8080.
MICHIGAN MOTOCROSS
MRA C'ship Series. Milan Excitement City, Milan. Info 313/289-2100.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

May 4

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA STADIUMCROSS
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK
AMA/D-36. Regional ST. Lodi Cycle Bowl, Lodi. Info 209/369-5195 or 544-1027.
CALIFORNIA STADIUM MX
• Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA SPEEDWAY
• Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
Sat. Summer Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
RCG Supersports, Calhoun. Info 404/928-3053 or 629-4450.
ILLINOIS MOTOCROSS
AMA. Belleville Enduro Team, Belleville. Info 618/277-3478 or 235-6666.
INDIANA MOTOCROSS
AMA/D-12 & 15. Trojan Track, N. Webster. Info 219/594-2649 or 594-2974.
IOWA SUPERCROSS
• Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
NEVADA SUPERCROSS
• AMA Camel SX Series. SilverBowl, Las Vegas. Info 813/821-9911.
NORTH CAROLINA STADIUMCROSS
• Sunbelt Motorsports Inc. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO MOTOCROSS
CRA. Malvern Moto Sport Park, Malvern. Info 216/262-4945.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA GRAND PRIX
AMA/D-5/Bellco, Inc. Steel City USA, Delmont. Info 304/594-1157 or 412/468-4786.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center. Clifford. Info 717/222-9290.
PENNSYLVANIA SUPERCROSS
AMA. Evansville Raceways, Berwick. Info 717/759-2841.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON ARENACROSS
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791 or 535-6911.
WASHINGTON TT
AMA/D-27 Qualifier. Mt. St. Helens MC, Castle Rock. Info 206/274-4345.

May 4-5

CALIFORNIA ROAD RACE
AFM North. Sears Point Raceway, Sears Point. Info 415/537-8208.
CALIFORNIA OT MOTOCROSS
International Oldtimers C'ship Series. Sierra Oldtimers. Marysville. Info 208/467-3593.
FLORIDA MOTOCROSS
AMA. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
ILLINOIS MOTOCROSS
Mid Season C'ship. Bloomington-Normal MC, Wapella. Info 309/467-3378.
MICHIGAN MOTOCROSS
AMA/D-14/Bear Bottom Promotions. Loretta Lynn's Area Qualifier. Brown City MX, Brown City. Info 313/395-2169.
NORTH CAROLINA DRAGS
Harley Party. Harley High Gear C'ship. Farmington Dragaway, Winston-Salem. Info 919/351-2000.
OHIO SWAP MEET
J & P M/C Promotions. Parts Extravaganza & Show. Kilkare Raceway, Xenia. Info 319/462-4605.
OHIO MOTOCROSS
D-12 & 14/Glass City MC. Delta Motor Sport Park, Delta. Info 419/666-8413 or 822-3286.
TENNESSEE MOTOCROSS
AMA/S.E. Regional C'ship MegaSeries/Suzuki Eastern Continental C'ship. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS DRAGS
Prostar M/C Drag Racing. Gulf Coast Nat'ls. Houston Raceway Park, Houston. Info 609/768-4624.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.
WISCONSIN MOTOCROSS
AMA Loretta Lynn's D-16 Tow-Day Area Qualifier. Sports & Competition, Inc. Viking Cycle Park, Denmark. Info 414/684-1567.

May 5

ALABAMA MOTOCROSS
• Cain Creek MX, Heflin. Info 205/463-5470.
ALASKA ROAD RACE
Alaska Motorcycle Racing Assn. Kincaid Park, Anchorage. Info 907/694-2805.
CALIFORNIA MOTOCROSS
• CRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC/7th Annual Shoei Spring Classic, #5. Barona Oaks Raceway, Ramona. Info 714/261-6116
CALIFORNIA ENDURO
AMA/D-36 C'ship Enduro Series/

THE WINNING COMBINATION

KTM RACING TEAM

DURALUBE Racing OIL

MOTOCROSS

Anaheim Amatuer Supercross 1/27/91 — *Michael Maute* -1st. 250 Nov.

DESERT

D-37 Coyote Derby Enduro, Lucerne Valley, Ca. 3/3/91 — *Jimmy Lewis* -1st. Overall; *Tom Webb* -2nd. Overall

AMA National Hare & Hound, Lucerne Valley, Ca. 3/24/91 — *Danny Hamel* -1st. Overall

Las Vegas 300, Tonopah, Nv. 3/29/91 — *Scot Harden/Greg Searle* -1st. 250 Pro; *Matt Schweitzer/Scott Johnson* -1st. 0-30 Pro; *Daryl Folks* -1st. Ironman; *Richard Wilk/Glenn Taylor* -1st. Open Ex.

ENDURO / CROSS COUNTRY

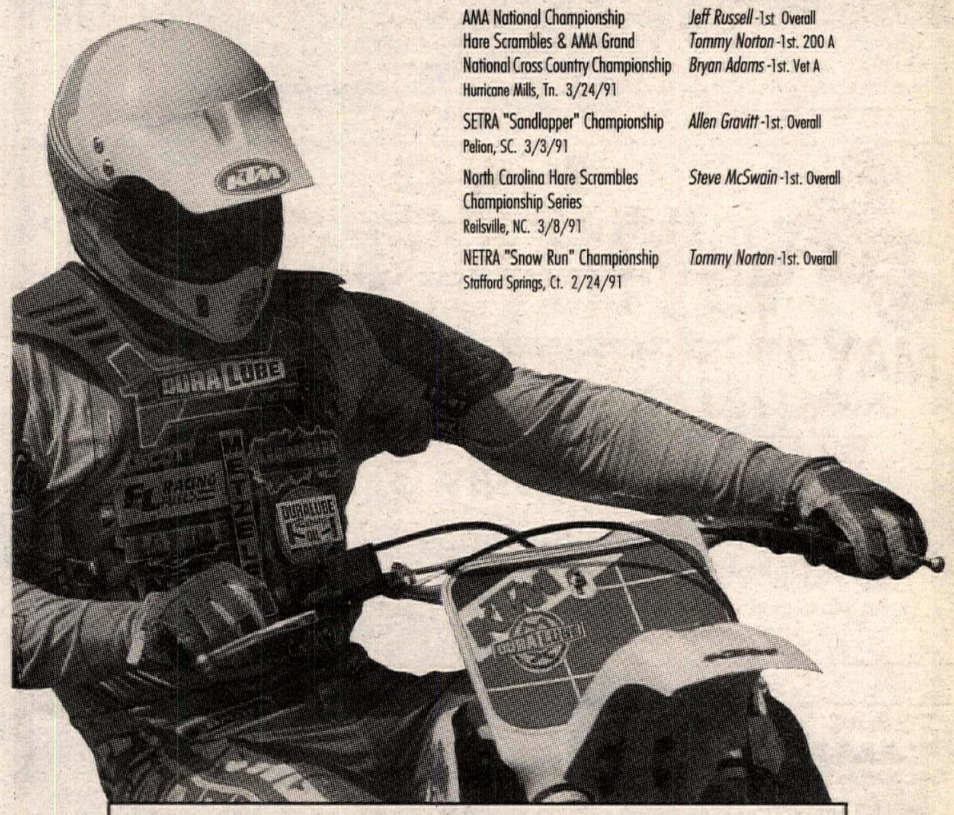
AMA National Championship, Pitkin, La. 3/17/91 — *Jeff Russell* -1st. Overall; *Larry Peevey* -1st. Overall B; *Kelby Pepper* -1st. Open A

AMA National Championship Hare Scrambles & AMA Grand National Cross Country Championship, Hurricane Mills, Tn. 3/24/91 — *Jeff Russell* -1st Overall; *Tommy Norton* -1st. 200 A; *Bryan Adams* -1st. Vet A

SETRA "Sandlapper" Championship, Pelion, SC. 3/3/91 — *Allen Gravitt* -1st. Overall

North Carolina Hare Scrambles Championship Series, Reilsville, NC. 3/8/91 — *Steve McSwain* -1st. Overall

NETRA "Snow Run" Championship, Stafford Springs, Ct. 2/24/91 — *Tommy Norton* -1st. Overall



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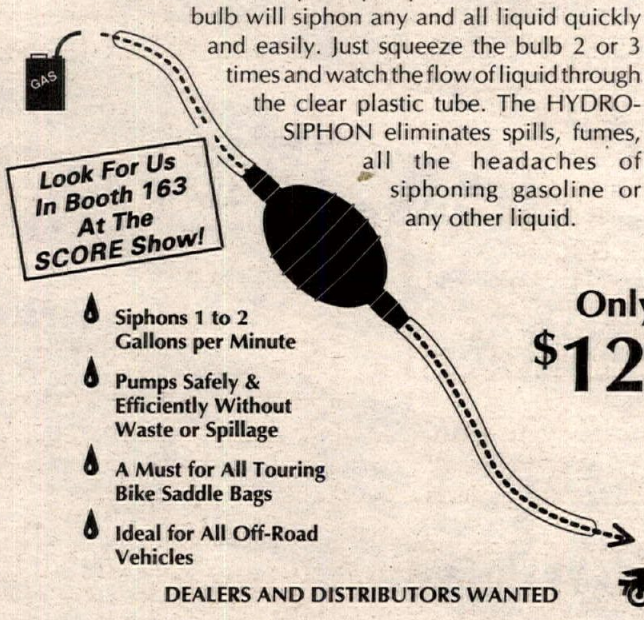

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CYCLE NEWS®

NIGHT AT SPEEDWAY

Friday, May 3, 1991

Orange County Fairgrounds
Costa Mesa, California

★ Speedway Motorcycle Racing
Gates Open 6:30 - First Race 8:00 P.M.
Save $2.00 with your motorcycle license.

★ Giant Indoor Motorcycle Swap Meet
Starts 5 pm
Save $1.00 with your motorcycle license.

★ "People's Choice" Custom Motorcycle Show
All bikes judged by fans. Every entry receives a prize.
Special trophies 1st thru 5th place. No fee to enter.

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Come early choose your favorite machine on display! You the fans, get to judge and receive a FREE copy of Cycle News, just for voting! Be sure to bring your bike too - enter the show.

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Call (714) 492-9933

A FULL NIGHT OF MOTORCYCLE FUN

CALENDAR

CERA. 20th Fools Gold Enduro. Eldorado Nat'l Forest, Georgetown. Info 415/462-6824.
CALIFORNIA ROAD RUN
7th Annual BSA Owners Club All British Run. Karen's Kitchen Too, Palmdale. Info 805/273-7005.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Sweethearts Kiss H.S. Lake Superstition, Imperial County. Info 619/427-5759.
CALIFORNIA MILE
• AMA 600 Nat'l C'ship Dirt Track Series/KKDJ/Budweiser. Fresno Fairgrounds, Fresno. Info 209/255-2263.
CALIFORNIA MOTOCROSS
• CRC/Kaw/Suz of Ridgecrest. Desert Empire Fairgrounds, Ridgecrest. Info 619/375-8606.
CALIFORNIA MOTOCROSS
AMA/D-36/Loretta Lynn Qualifier/2 & 2 Racing Team. Hollister Gran Prix Track, Hollister. Info 415/828-0410.
COLORADO SCRAMBLES
CO M/C Trail Riders Assn. Vintage Cowchip Scrambles. Penrose. Info 303/480-5216 or 420-1177.
FLORIDA MOTOCROSS
• Orange County Racewy, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
West Florida MX, Inc. Milton. Info 904/994-0827.
ILLINOIS HARE SCRAMBLES
AMA/D-17/Cahokia Dirt Riders. White City. Info 217/835-4579.
INDIANA MOTOCROSS
AMA/D-15/Hoosier Hilltoppers MC, Uniontown. Info 219/522-1522.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball Track, Wabash. Info 219/594-2649 or 594-2974.
IOWA TRIALS
All Iowa Trials Riders Assn. Observed Trials. Newton. Info 515/792-0207.
KANSAS MOTOCROSS
• KORR. Green Acres Raceway, Marion. Info 316/945-8221.
KANSAS MOTOCROSS
Cornhusker MX Circuit. Phillipsburg. Info 913/543-2523.
KENTUCKY MOTOCROSS
AMA. Pendleton MC Recreation Park, Gardnersville. Info 606/472-3442.
KENTUCKY SUPERCROSS
West KY Spring C'ship. Apex Valley Raceway, Hopkinsville. Info 502/886-8564.
MARYLAND MOTOCROSS
AMA/D-7. Plus Vintage. Antietam MC, Hagerstown. Info 301/797-8686.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MASSACHUSETTS MOTOCROSS
NEMA Series. Southwick. Info 207/384-5209 or 508/763-8948.
MICHIGAN MOTOCROSS
Supercross Qualifier. Log Road TNT, Coldwater. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
Taz-Mania MX, Inc. New Albany. Info 601/534-2836.
MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Piedmont. Info 314/392-2475 or 417/865-5127.
MISSOURI MOTOCROSS
AMA/D-18/LOMX Racing. Lake Ozark MX, Osage Beach. Info 314/369-2779 or 369-2248.
NEVADA MOTOCROSS
• GFI Amateur SX. Silver Bowl, Las Vegas. Info 714/788-5853.
NEVADA MOTOCROSS
• CMC Series/Oldtimers of NV. Silver State MX, Carson City. Info 916/544-0548 or 702/885-0233.
NEW JERSEY MOTOCROSS
AMA/Pro-Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW JERSEY ENDURO
ECEA C'ship Series/PATRA. Pine Barons Enduro, New Gretna. Info 609/482-0197.
NEW YORK MOTOCROSS
AMA/Long Island Sports Committee. Westhampton Raceway, Westhampton, L.I. Info 516/728-7727.
NEW YORK MOTOCROSS
WNYSC. Hunt MX Racing, Hunt. Info 716/476-2697 or 716/594-8660.
NEW YORK CROSS COUNTRY
American Speedway, Owego. Info 607/748-5929.
NORTH CAROLINA MOTOCROSS
NAME Spring Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
CRA. Ohio International Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills MX Track, Harrison. Info 513/738-0307.
OHIO MOTOCROSS
Athens MC, Athens. Info 614/593-6704.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bellco, Inc. Team Green/Wiseco Spring Series. Steel City USA, Delmont. Info 304/594-1157 or 412/468-4786.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA ENDURO
AMA/D-4/McKean County MC. Rew Fire Dept., Rew. Info 814/465-9313.
PENNSYLVANIA MOTOCROSS/HARE SCRAMBLE
AMA/D-5 & 12. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
PENNSYLVANIA MOTOCROSS
AMA. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
SOUTH CAROLINA MOTOCROSS
D-29/3rd Annual Suzuki Carolina Spring Series. Secession MX, Anderson. Info 803/296-5983.
SOUTH CAROLINA ENDURO
SETRA C'ship Series. Little Brown Jug Enduro. Clinton. Info 803/862-2644.
TENNESSEE MOTOCROSS
JKL Promotions. Thunder Hill MX, Cleveland. Info 615/339-2688.
TEXAS HALF MILE/RALLY
• AMA. 11th Annual H-D Spring Rally. Devils Bowl, Dallas. Info 214/216-5520.
UTAH ROAD RACE
USBA Series. Sprints, Round 1. Bonneville Raceway, Salt Lake City. Info 801/979-9091.
VIRGINIA HARE SCRAMBLE
VA C'ship H.S. Series. Rasttlesnake H.S., Rural Retreat. Info 703/228-4749 or 228-3118.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/827-3595.
WASHINGTON MOTOCROSS
• CMC/Seattle M/C Club. 6th Annual Gold Star Series. Jolly Rogers Raceway, Kent. Info 206/893-6702.
WASHINGTON MOTOCROSS
• AMA/CMC/MXNW. Washougal MX Park, Washougal. Info 503/673-1671 or 928-4474.
WYOMING MOTOCROSS
• SRAC/Cheyenne Cycle Club. Cheyenne. Info 303/988-7722.

May 8

CALIFORNIA SPEEDWAY
• Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

May 9

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

May 10

CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SPEEDWAY
AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC Arenacross. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SHORT TRACK
• AMA/D-36/Moto Studs MC Promotions. Santa Maria Speedway, Santa Maria. Info 805/549-9616.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TT
Supersport. Little Okie TT Trophy Spring Series. Little Okie, Madera. Info 209/673-8080.
MICHIGAN MOTOCROSS
MRA C'ship Series. Milan Excitement City, Milan. Info 313/289-2100.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
NMA Ponca City Qualifier. Mosier Vally MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Drags Dragaway, Union Grove. Info 414/878-3783.

May 11

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
CALIFORNIA MOTOCROSS
• CMC Spring Series. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195 or 544-1027.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA STADIUM MX
• Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA SPEEDWAY
• AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
COLORADO SUPERCROSS
• SRAC/E & M Enterprises. Greeley Fairgrounds, Greeley. Info 303/988-7722.
FLORIDA MOTOCROSS
Dade City Racewy, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NORTH CAROLINA STADIUMCROSS
• AMA/Sunbelt Motorsports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO MOTOCROSS
AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
OHIO SHORT TRACK
Race 'Em Chase 'Em Promotions. Grabits Speedway, Bloomingdale. Info 216/339-7812.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OREGON ROAD RALLY
AMA. 18th Annual Rose City Oregon 500. W.D. Jackson Armory, Portland. Info 503/636-8171.
PENNSYLVANIA SUPERCROSS
AMA. Evansville Raceways, Berwick. Info 717/759-2841.
TENNESSEE SAND DRAGS
West Tennessee Sand Drags, Inc. Friendship. Info 901/656-2320.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
WASHINGTON SHORT TRACK
AMA/D-27/Mt. Baker MC. Hannegan Speedway, Bellingham. Info 206/733-1694 or 734-3929.

May 11-12

ALABAMA ROAD RACE
WERA Nt'l Qualifier & Sprints. Talladega Gran Prix Raceway, Talladega. Info 205/362-6370.
CALIFORNIA ENDURO
AMA/D-38/Fudpucker Racing Team. Rock Around the Clock 24-Hr. World C'ship Endurance Event. Plaster City West, Imperial County. Info 619/427-5759.
IDAHO SUPERCROSS
• SIRA/EIMA. Pllus NMA Qualifier. Rupert Fairgrounds, Rupert. Info 208/678-5677.
INDIANA HARE SCRAMBLES/MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
MICHIGAN SUPERCROSS
• Michigan Fair SX C'ship Series/Fremont Dirt Riders. Stanton. Info 616/924-0888.
MISSOURI MOTOCROSS
AMA/MXP. Finger Lakes State Park, Columbia. Info 314/474-2444.
NEVADA GRAND PRIX
AMA/D-36/WSRA. 21st Annual Virginia City Off-Road GP Classic. Virginia City. Info 702/972-4907 or 677-2989.
OKLAHOMA ROAD RACE
Hallett Roadracing Club, Hallett. Info 918/446-6657.
VIRGINIA MOTOCROSS
• AMA/Victory Sports. Pro Sport MX, Wytheville. Info 703/2288-3118 or 980-0648.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

May 12

ALABAMA HARE SCRAMBLES
SETRA C'ship Series. Heart of Dixie H.S. Jasper. Info 205/221-7065.
ALASKA ROAD RACE
Alaska Motorcycle Racing Assn. Kincaid Park, Anchorage. Info 907/694-2805.
CALIFORNIA MOTOCROSS
• CMC Spring Classic #6. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.

FLORIDA MOTOCROSS
AMA/FMC Summer Series. Florida Maotorsports Complex, Ocala. Info 904/732-6697.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills, Roberta. Info 912/788-0413 or 404/929-8392.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803.
KENTUCKY MOTOCROSS
KY Spring Series, last round. Rough Country MX Park, Henderson. Info 502/521-7884.
MARYLAND MOTOCROSS
AMA/D-7. Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MASSACHUSETTS MOTOCROSS
Moto-X 338, Southwick. Info 413/569-6801 or 569-6635.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Alliance. Info 308/762-6511.
NEW HAMPSHIRE HARE SCRAMBLES
NETRA C'ship Series. Hurricane Mt. H.S., N. Conway. Info 203/875-5757.
NEW JERSEY ENDURO
ECEA C'ship Series/PATRA. Ridge Run Enduro. Ridge Riders MC, Stanhope. Info 201/729-9764.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK HARE SCRAMBLES
NY State H.S. Series. Sauquoit Valley. Info 315/839-5637.
NEW YORK MOTOCROSS
AMA. Brome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/775-1955.
NEW YORK MOTOCROSS
• WNYSC/D-4. Palmyra MX Park, Palmyra. Info 716/223-5602.
NEW YORK SPEEDWAY
• Cpprs/WKGB/Pro-Motion Spring Fever Series. American Speedway, Owego. Info 607/748-5929.
OHIO MOTOCROSS
CRA Spring Series. Amherst MC, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Moto Sport Trails, Millport. Info 216/823-9069.
OHIO DRAGS
HDRA Mother's Day All Harley Drags. Norwalk Dragway, Norwalk. Info 919/229-4877.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Vinton County Fairgrounds, McArthur. Info 614/596-2057.
OKLAHOMA CROSS COUNTRY
OCCRA. Lake Ellsworth, Lawton. Info 405/632-33700.
OREGON MOTOCROSS
• Kerby Race Park, Cave Junction. Info 503/592-2978 or 476-4336.
OREGON MOTOCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Ramblers MC, Hanover. Info 717/663-7708.
PENNSYLVANIA SCRAMBLES
• E. PA Piston Poppers MC, Parkersburg. Info 215/269-3661 or 857-5994.
TENNESSEE MOTOCROSS
JKL Promotions. Thunder Hill MX, Cleveland. Info 615/339-2688.
TENNESSEE MOTOCROSS
T-N-T MX Park, Milan. Info 615/294-2099.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
VERMONT MOTOCROSS
VMA Series. Rider Hill. Info 802/525-6985.
WASHINGTON MOTOCROSS
• CMC 6th Annual Gold Star Series/Holeshot Racing. Seattle Int'l Raceway, Seattle. Info 206/825-4682.
WEST VIRGINIA CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama GNCC Series. Racer Productions. Winterplace GNCC. Beckley. Info 304/594-1157.

May 15

CALIFORNIA SPEEDWAY
Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
VIRGINIA SHORT TRACK
Joe Kelly Motorsports. Langley Speedway, Hampton. Info 804/282-6664 or 266-0076.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

May 16

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

May 17

CALIFORNIA ARENACROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SHORT TRACK/TT
BRA Spring C'ship Series. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TT
Supersport. Spring TT Trophy Series. Little Okie, Madera. Info 209/673-8080.
COLORADO SUPERCROSS
• CMC/High Country Promotions Spring Classic Series. Adams County Fairgrounds, Brighton. Info 303/663-3356.
MICHIGAN MOTOCROSS
MRA C'ship Series. Milan Excitement City, Milan. Info 313/289-2100.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

May 17-19

GEORGIA ROAD RACE
AMA Nat'l C'ship Road Race Series. Road Atlanta, Braselton. Info 614/891-2425.
MEXICO OFF ROAD
Golden Crown of Baja Off-Road Desert Series. Gran Carrera de Tecate, Tecate, B.C. Info 818/340-5750 or 992-6355.

May 18

ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA SPEEDWAY
• AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA STADIUM MX
• Supersports Promotions. Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 369-5195.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328.
CONNECTICUT ENDURO
NETRA C'ship Junior Enduro Series. Boneyard Jr, Meriden. Info 203/875-5757.
FLORIDA MOTOCROSS/SAND DRAGS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA ENDURO
FTR C'ship Series. Daytona. Info 906/796-8654.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
ILLINOIS MOTOCROSS
AMA. Belleville Enduro Team, Inc. Belleville. Info 618/277-3478 or 235-6666.
IOWA SUPERCROSS
• Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
MARYLAND MOTOCROSS
AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
NEW JERSEY SUPERCROSS
• AMA Camel SX Series. Giant Stadium, E. Rutherford. Info 1-900-468-4787.
NEW YORK SPEEDWAY
• American Speedway, Owego. Info 607/748-5929.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/775-1955.
NORTH CAROLINA STADIUMCROSS
• Sunbelt Motorsports. AMA Dixie Classic Series. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO SUPERCROSS
CRA. Western Reserve MC, Salem. Info 216/337-8077 or 337-8005.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
PENNSYLVANIA GRAND PRIX
Racr Productions. Brownsville-Luzerne City Park, Brownsville. Info 304/594-1157.
PENNSYLVANIA SHORT TRACK/TT
The Challenger Raceway, Jacksonville. Info 412/726-5494.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
TEXAS OFF-ROAD
• MTEG Off-Road C'ship GP Series. Texas Stadium, Dallas. Info 714/938-4100.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

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The purpose of the Clayton Foundation is to help injured motorcycle racers financially in exchange for their cooperation in medical and safety research for the public benefit.

When an injured racer's insurance runs out, and the benefits and raffles his friends and club contribute are gone, that is where the Clayton Foundation comes into the picture.

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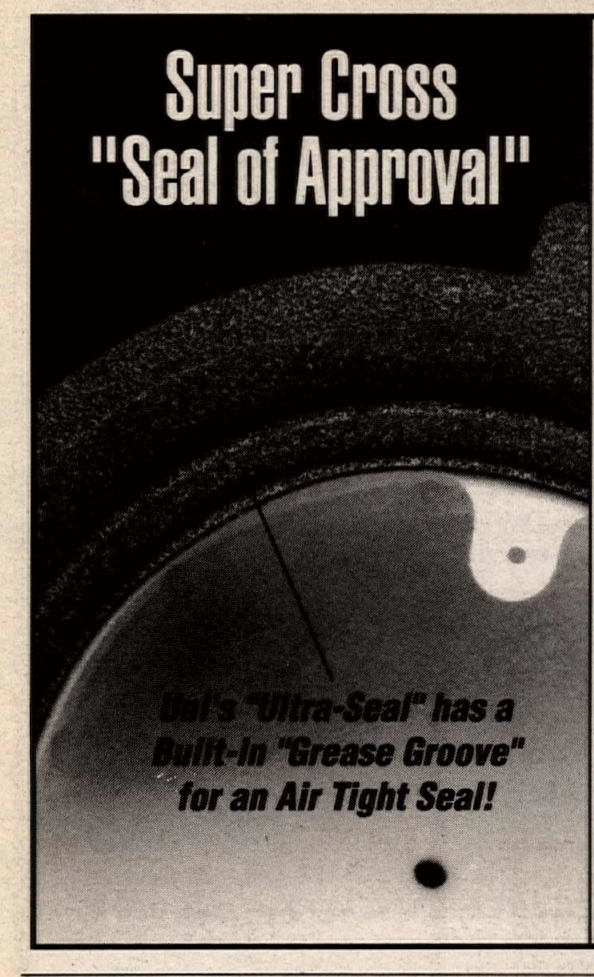

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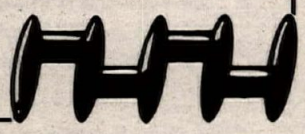

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RESULTS

Hare Scrambles
Salem M.C.
Salem, OH
Apr. 14
By M.L. Miller

O/A	
Jeff Bonascra	KTM
JR MINI	
K.C. Hockenberry	Kaw
SR MINI	
Rob Landsberger	Kaw
Dave Dennis	Kaw
John Todd	Hon
Jason Snyder	Kaw
90-200	
Terry Ilg	Kaw
Dan Fruska	Kaw
Dave Ulizio	Kaw
Greg Monaco	Kaw
Gary Cottingham	Suz
250	
Mark McGiffin	Hon
Chance Darling	Hon
Jeff Berger	KTM
Merle Mader	Hon
Fred Heisel	Hon
OPEN	
Flip Jendre	KTM
Mark Sherwood	KTM
Craig Coon	KTM
Tom Smith	KTM
David Campbell	KTM
SR 1	
John Gallagher	KTM
Tim Strickland	Hon
Bob Wentzel	Hus
Tom Cozza	Suz
Jeff Rudrick	KTM
SR 2	
Lewis Harry	Yam
Gary Mardis	Hon
WDSMN	
Jim Gourrash	KTM
Curtis Crump	Kaw
Jim Begala	KTM
Brian Knapp	KTM
Brett Sherwood	Hus

Motocross
NESC
Middleboro, MA
Apr. 14

85 BEG	
John Silvia	Kaw
Ryan Heilman	Suz
Adaim Weiner	Kaw
Keith Labonne	Yam
Eric Carey	Suz
85 JR	
Adrain Colon	Kaw
Richad Rogers	Suz
John Scheiner	Hon
Gary Collette	Suz
Jason Bishop	Kaw
125 BEG	
Ben Asaff	Suz
Steve Obey	Hon
Mark Scalisi	Hon
Sean Driscoll	Kaw
Frank Kellonow	Suz
125 JR	
Bill Delanzo	Hon
Tim Abbott	Yam
Darren Schwartz	Suz
Vaughn Perkins	Suz
Joe Russo	Kaw
125 ADV	
Ron Tipple	Kaw
Glen Labbe	Kaw
Brian Gingras	Kaw
Adam Dupont	Suz
Ed Lyons	Suz
125 NOV	
John Bidga	Kaw
Scott Buxton	Kaw
Craig Houston	Hon
Bob Harris	Suz
Paul Stasiak	Suz
VET AM	
Mike Walsh	Kaw
Keith Streib	Suz
John Becker	Hon
Steve Samal	Hon
Jim Satryb	Suz
VET EX	
Don Grahn	Hon
Jim Meenan	Suz
John Welch	Hon
Joe Mikalson	Hon
Peter Kane	Suz
SR NOV	
Bob Swatik	KTM
Scott Carr	
John Novak	Yam
Ralph Louittit	Suz
Kevin Kennedy	KTM
SR AM	
Ron Vincent	Yam
Jack Weaver	Yam
Richard Pinard	Suz
Gary Mikalson	Yam
Jim Satryb	Suz
SR EX	
Don Grahn	Hon
David Clemence	KTM
Joe Ferrini	Yam
Alan Niles	Hon
Yvon Cote	KTM
40+ SR	
Bob Swatik	KTM
Jim Simone	Kaw
Lou Colon	Yam
John Barone Sr.	Hon
Al Verraneault	Kaw
85 ADV	
Pat Outericky	Kaw
Ryan Kaichen	Kaw
Clint Rooney	Hon
Gerry Lashway	Kaw
Adrian Colon	Kaw
200 NOV	
Bill Delanzo	Hon
Darcy Danby	Hon
Shannon Danylieko	KTM
Mike Ouellette	Yam
David Williams	Suz
OPEN NOV	
Shannon Danylieko	KTM
Mike Carew	Hon
Ed Bill	Kaw
Scott Odthey	Hon
Bob Harris	Kaw
125 AM	
Eric Soucy	Hon
Adam Dupont	Suz
Jeff Proulx	Hon
Dan Boone Jr.	Kaw
Rob Keller	Suz
200 AM	
John Day	Kaw
Niko Lavoie	Kaw
Jeff Debelis	Suz
Chris Kelly	Hon
Richard Carr	Kaw
125 EX	
John Dowd	Hon
Pat Barton	Suz
Randy McCann	Kaw
Bill Dzielak	Hon
Mike Treadwell	Suz
200 EX	
John Dowd	Hon
Mike Treadwell	Suz
Carlo Coen	Suz
Randy McCann	Kaw
Joe Waddington	Suz

Motocross
Mosier Valley MX Pk.
Euless, TX
Apr. 19
By Renee Cordray

250 NOV	
Doug Haas	Hon
Matt Saba	Yam
Greg Rose	Suz
Eric Flusche	Yam
Mark McNeill	Yam
125 OPEN	
Mike Boliver	Suz
Brook Fluker	Kaw
Troy Brandt	Yam
Jerry Hill Jr.	Suz
OPEN NOV	
William Pyle	Hon
60	
Daniel Bonner	Kaw
Dusty Fountain	Kaw
Scott Trimble	Kaw
J.P. Tigerina	Kaw
OVER 30	
Larry Massey	Yam
Greg Edgerton	Hon
Steve MccCombs	Yam
Kelly Parker	Yam
Jerry Hill	Suz
50	
Dusty Fountain	Yam
Logan Williams	Yam
Robby Shinn	Yam
Melissa Franks	Yam
80 BEG	
Nathaniel Herndon	Suz
Jesse Simmons	Suz
Daniel Bonner	Kaw
Nat Kompelien	Kaw
Alea Shin	Suz
80 NOV	
Jeff Smith	Suz
Joe McIntyre	Kaw
Kris Neubauer	Suz
Chris Cadieux	Yam
William Hitchcock	Suz
125 BEG	
Randall Rejcek	Kaw
Ken Tackett	Suz
Chris Safrit	Suz
Alan Welch	Hon
Bill Ablany	Hon
125 NOV	
Michael Kincaid	Suz
Chris Young	Suz
Chris Day	Suz
Joel Polston	Suz
Charlie Barnett	Kaw
250 BEG	
Robert Rumsey	Kaw
John Carter	Suz
David Warren	Kaw
Teddy Moody	Kaw
Kevin Slone	Hon
80 OPEN	
Joe McIntyre	Kaw
Kris Neubauer	Suz
Jeff Smith	Suz
Dave Berry	Kaw
Robert Gordon	Kaw
OVER 25	
Larry Massey	Yam
Steve McCombs	Yam
Dwayne Copeland	Suz
Brian Colmer	Hon
Jerry Hill	Suz
COMB EX	
Clay Hoenshell	Suz
Dennis Hawthorne	Kaw
Kent Elliff	Suz
Jeremy Maulman	Kaw
COMB INT	
Brook Bluker	Kaw

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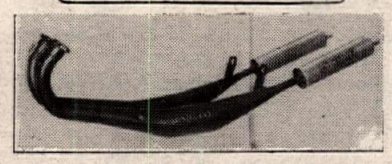

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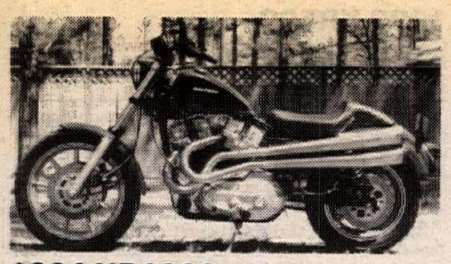

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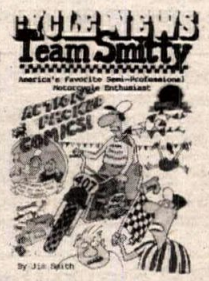

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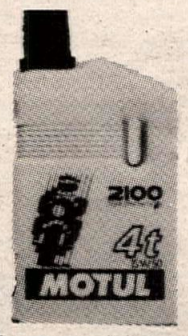

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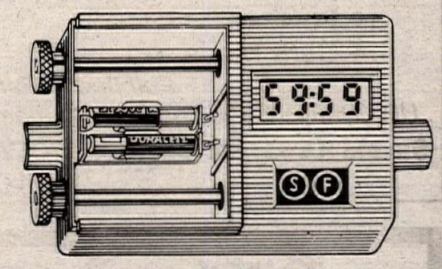

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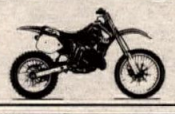

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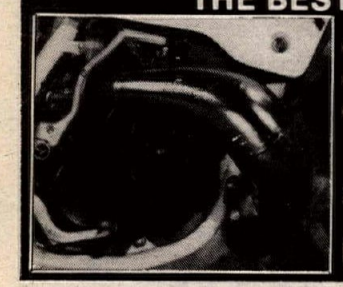

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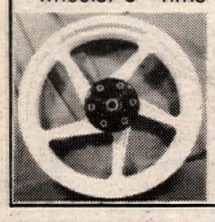

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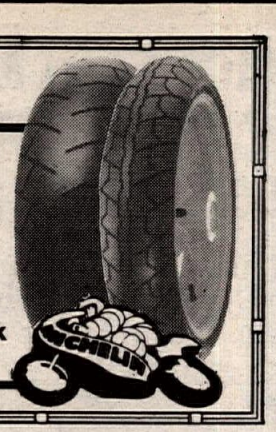

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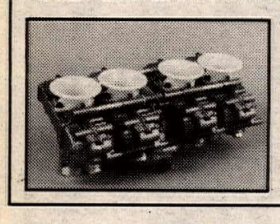

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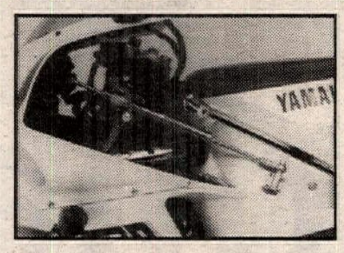

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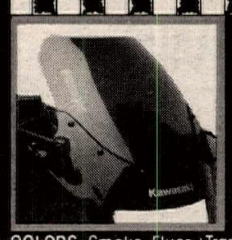

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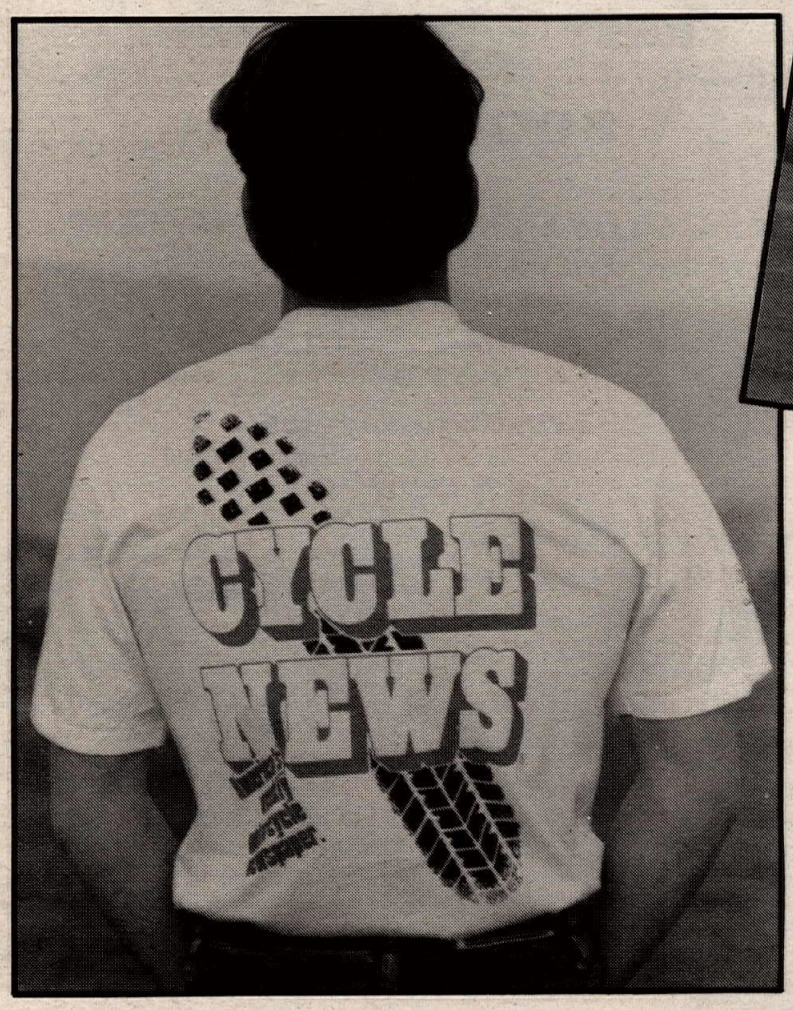

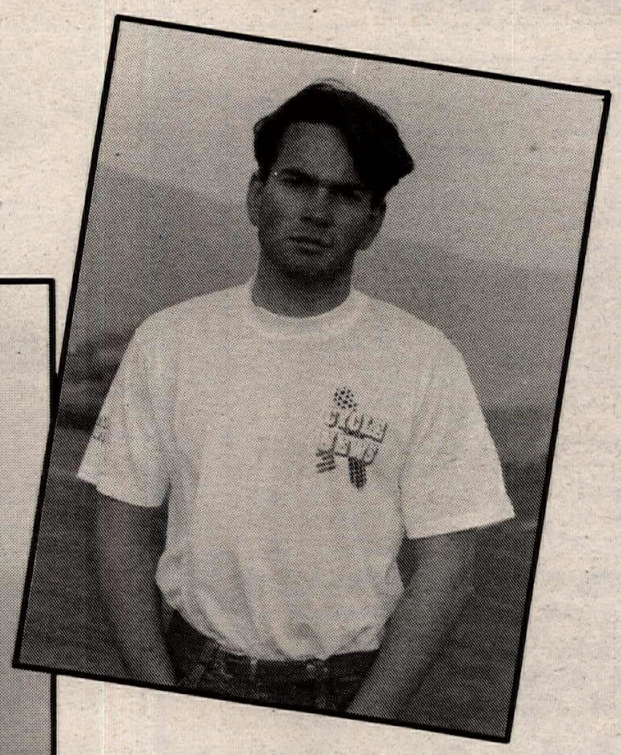

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RESULTS

Short Track
Clark County Fairgrounds
Ridgefield, WA
Mar. 16
By Derryl Anderson

50 B	
Steve Hyson	Yam
Brandon Cribons	Yam
Mike Niday	Yam
50 A	
Dale Ainslie	Yam
Kati Ash	Itj
Clinton Bishop	Yam
60	
Joshua Paulus	Kaw
Josh Currey	Hon
Kati Ash	Itj
80 B	
Brian Paul	Kaw
80 A	
Beau Manley	Kaw
Trevor Flath	Kaw
125	
Steve Lorain	Hon
Don Strong	Hon
250 B	
Richard Kitto	Hon
250 A	
Tim Fellows	Hon
Gary Kapus	Hon
Ron Hopkins	Hon
+30 250	
Gary Kapus	Hon
Ron Hopkins	Hon
Tim Fellows	Hon
VINT SGL	
Kevin Hamilton	BSA
Kleeve Hodson	BSA
Tom Stein	Duc
VINT TW	
Sonny Burres	Tri
Ray Carroll	Tri
OPEN C	
Craig Annable	Hon
OPEN B	
Kurt Edwards	Yam
Phil Prutsman	Kaw
OPEN A	
Brett Landes	W-R
Aaron Waggoner	Yam
Jeff Anderson	Nor
+30 OPEN A	
John Sperry	Yam
Dain Eihel	Yam
Paul Peiroli	Tri
+40 B	
Gerald Mitchell	BSA
+40 A	
Sonny Burres	Tri
Allan Morinville	BSA
TT 500	
George Colby	Yam
Terry Roach	Yam
PRO	
Jeff Eklund	W-R
Troy Rose	Yam
J.P. Simonsen	Hon
Mike Sullivan	Rtx
Steve Hyson	Hon

Motocross
NESC
Southwick, MA
Apr. 7

85 BEG	
Ryan Heilman	Suz
Shannon Burekley	Kaw
Eric Carey	Suz
Keith Labonne	Yam
Jarad Golitko	Kaw
85 JR	
Richard Rogers	Suz
Jason Boron	Kaw
Gary Collette	Suz
Jason Bishop	Kaw
125 BEG	
Steven Obey	Hon
Jason Fitzgerald	Hon
Thomas Samolis	
Mark Scalisi	Hon
Mark Waterman	Kaw
125 JR	
Mark Shea	Kaw
Darren Schwartz	Suz
Tim Abbott	Yam
Joseph Russo	Kaw
Chris Dubbe	KTM
125 ADV	
Adam Dupont	Suz
Ron Tipple	
Jeff Carmignani	Kaw
Eric Reilly	
Brian Gingras	Kaw
125 NOV	
Richard Daly	Yam
Michael Young	Hon
Paul Stasiak	Suz
Rick Barlik	Hon
Todd Stewart	Suz
200 NOV	
David Marvin	Hon
Scott Fletcher	Kaw
Anthony Stack	Yam
Sean Brynes	Suz
Rob MacLeod	Hon
OPEN NOV	
Rob MacLeod	Hon
Scott Fletcher	Kaw
Sean Brynes	Suz
Anthony Stack	Yam
Scott Stolinas	Hon
125 AM	
Eric Soucy	Hon
Adam Dupont	Suz
Randy Robare	Kaw
Jim Sargent	Hon
Jim Thomas	Hon
200 AM	
Jeff Debelis	Suz
Kevin Lobisser	Suz
Richard Desrosiers	Suz
Niko Lavoie	Kaw
Doug Pitts	Kaw
125 EX	
Pat Barton	Suz
John Dowd	Hon
Bill Dzielak	Hon
Scott Carter	Suz
Wally Silva	Hon
200 EX	
John Dowd	Hon
Pat Barton	Suz
Carlo Coen	Suz
Randy McCann	Kaw
Tom Rice	Suz
VET AM	
Steve Samal	Hon
Norm Hebert	Kaw
Chris Knuth	Hon
Keith Streib	Suz
Mark Wolverton	Hon
VET EX	
Joe Mikalson	Hon
Jim Meenan	Suz
Don Grahn	Hon
Richard Crooker	KTM
John Welch	Hon
SR NOV	
Bob Swatik	KTM
Scott Carr	Kaw
John Novak	Yam
Gary Hutchinson	Suz
Ken D'Angelo	Hon
SR AM	
Dan Boone Sr.	Kaw
John Barone Sr.	Hon
William Borges	Hon
Gary Mikalson	Yam
Jim Pare	Hon
SR EX	
Don Grahn	Hon
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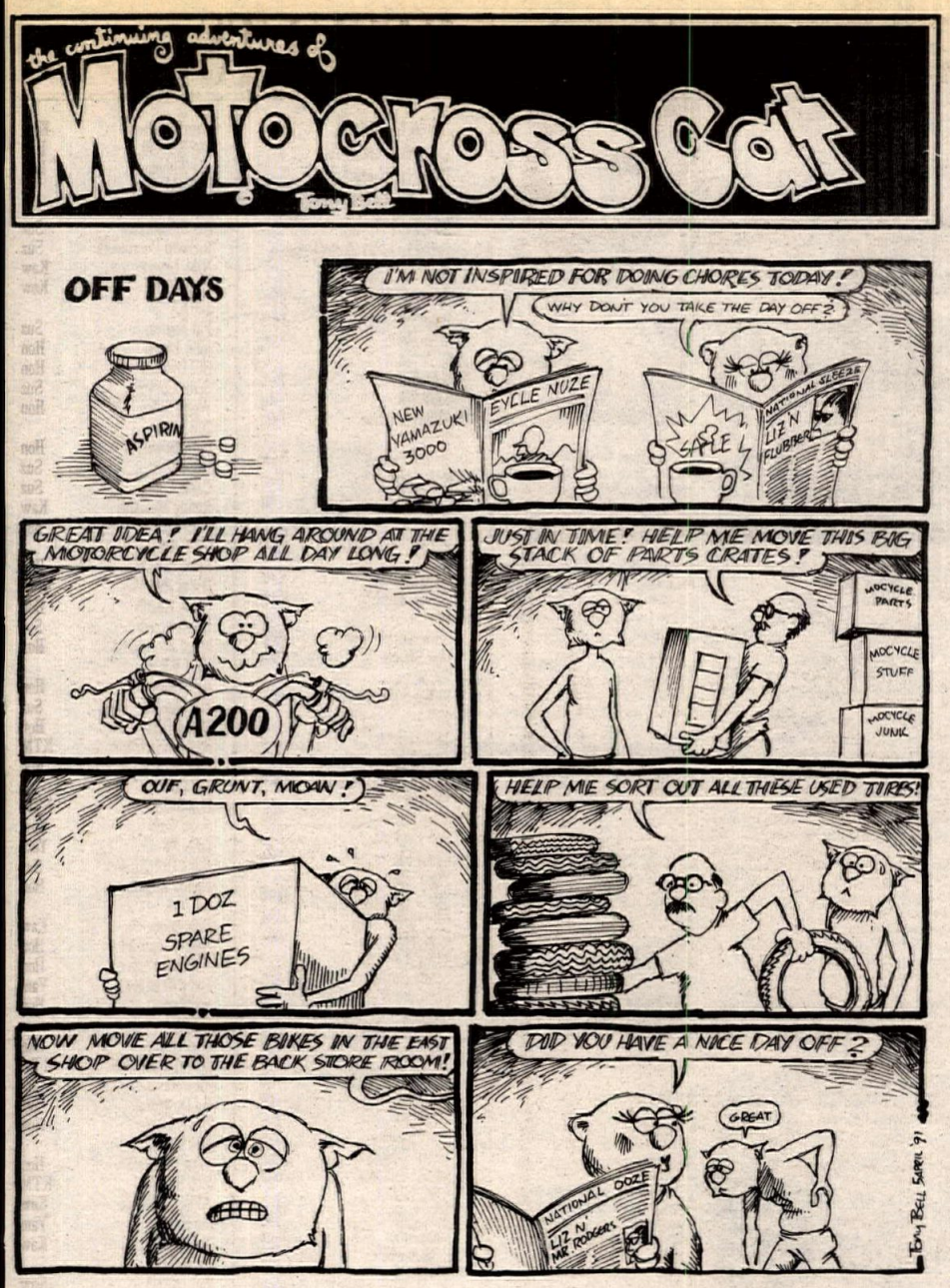
Joe Ferrini	Yam
Ed Downing	Suz
Jim O'Donal	Hon
40+ SR	
John Barone Sr.	Hon
Bob Swatik	KTM
Al Verraneault	Kaw
Ed Kania	Yam
Jim Mossman	Kaw
85 ADV	
Pat Outericky	Kaw
Ryan Kaichen	Kaw
Gerry Lashway	Kaw
Clint Rooney	Hon
Richard Rogers	Suz

Motocross
Waids Windy Hill
Terrum, VA
Apr. 13
By Caryl Pigg

25+	
Allen Painter	Hon
Charles Carlton	Hon
Tim Wood	Hon
125 C	
Chris Rose	Kaw
Daniel Spangler	Suz
250 C	
Jeff Pritchard	Kaw
125 B	
Lee Huffman	Kaw
SR +30	
Ronnie Moran	Hon
Rick Wendelken	Hon
Brickey Hughes	Suz
125 A	
Danny Whitten	KTM
Allen Painter	Hon
Bob Livengood	Hon
250 A	
Bob Gerken	Hon
Derek Kutcher	Suz
Bob Fauteux	Hon
Chad Hodges	Hon
SR 40+	
Warren Glass	Yam
SR MINI	
Neil Shelor	Hon
Gary Dengas	Hon
JR MINI	
Max Glass	Kaw
Josh Wood	Kaw
60	
Max Glass	Kaw
Josh Wood	Kaw
Michael Ford	Kaw
50	
Isha Wood	Yam
250 B	
Kevin Mills	Hon

Motocross
I-40 Moto-X
Lenior City, TN
Apr. 20
By Jennifer Vinson

50	
Travis Rimmer	Yam
Jason Bault	Yam
Patrick Haynes	Yam
Adam Beeler	Yam
60	
Patrick Haynes	Kaw
Damian Headrick	Kaw
Dereck Blair	Kaw
Robert Shannon	Kaw



RESULTS

80 JR MINI
Matt Harrison Kaw
Scott Blair Kaw
Jason Welshan Kaw
Byron Robinette Kaw
Lee Howell Kaw
80 SR MINI
Chris Bault Suz
Chris Guinn Kaw
David Williams Suz
Josh Altum Yam
Robbie Buchman Kaw
SCHBY
Chris Bault Suz
Marshall True Kaw
Bryton McElhaney Hon
125 B
Wayne Harrison Suz
Tracy Nelson Hon
Bryan Gilliam Kaw
125 C
Jason McCall Kaw
Bo Collins Hon
Kenneth Sheffield Suz
Henry Weir Kaw
Doug Allen Yam
250 B
Shannon Lynes Suz
Rick Waters Kaw
250 C
Jamie Harrison Suz
Mike Linginfelter Yam
Tim Nelson Kaw
OPEN
Jeff Byrd Yam
Danny Byrd Yam
Edward Nail Kaw
ENDR
Tim Holder Kaw
Shaun Hodge Kaw
Charles Millsap Kaw
SteveMatteson Kaw
U/L AM
Tracy Nelson Hon
Mike Linginfelter Yam
Wayne Harrison Suz
Bert Carpenter Kaw
Travis Lawson Kaw
25+ A
Scott Grubb Suz
Bert Carpenter Kaw
25+
Jeff Ledford Kaw
Brian Leach Kaw
Curtis Stephens Kaw
Randy Haynes Hon
John Griffith Yam
30+
Henry Weir Kaw
Robert Buchman Hon
Bob Shannon Kaw
210 lbs+
Henry Weir Kaw
Scott Dixon Suz
WMN
Stacy Nodine Hon
Judy Ratner Hon
NON-CURR
Danny Byrd Yam
Ed McKinney Yam

Motocross
Wolfcreek MX Pk.
Rio Vista, TX
Apr. 21
By Kathi Edwards

50
Dusty Fountain Yam
Dusty Carpenter Itj
Sean Roden Yam
Zack Williams Yam
Brandon Johnson Yam
60
Travis Elliott Kaw
Shawn SMith Kaw
Jake Jones Kaw
Michael Lowery Kaw
Dusty Fountain Kaw
80 BEG
Robbie Stoff Hon
Charley Keplinger Kaw
Casey Steele Kaw
Jeff Young Kaw
Zeke Wilson Kaw
80 JR 7-11
Carter Schneider Suz
Brandon Sanders Kaw
Travis Elliott Kaw
Michael Brock Suz
Jake Jones Kaw
80 SR 12-13
Wayne Lowery Kaw
Chris Cadieux Yam
80 SR 14-16
Luke Glines Kaw
Travis Spann Suz
Paul Feilencer Suz
David Devans Kaw
80 OPEN
Carter Schneider Suz
Luke Glines Kaw
Chris Piccola Kaw
Travis Spann Suz
Paul Fellencer Suz
125 BEG
Karl Gauldock Kaw
Roger Moore Hon
Phil Husband Yam
Michael Bartlett Hon
Ken Tackett Suz
125 NOV
Deacon James Hon
Michael Kincaid Suz
Scotty Rice Kaw
Shawn Mardis Hon
Dwane Wilson Suz
125 INT
Todd Bates Suz
Mike Durz Suz
Kyle Parks Hon
Brook Fluker Kaw
Lanny Cox Kaw
125 OPEN
Todd Bates Suz
Deacon James Hon
Kyle Parks Hon
Lanny Cox Kaw
Chris Young Suz
125 EX
Tim Hodes Suz
Jason Edwards Kaw
Terry Tiney Kaw
Jason Krempin Hon
Kaylon Young Kaw
250 BEG
Alan Bell Hon
Alan McGehee Hon
Phil Plymale Kaw
John Shippen Hon
Cory Knebel Hon
250 NOV
Jason Artinger Hon
Dave McGowen Hon
Chad Plumlee Hon
Ronnie Hensarling Kaw
Kirby Freeman Kaw
250 INT
MikeKurz Suz
Todd Bates Kaw
Keith Mundie Kaw
Jeff Schwirtz Hon
Phillip Dillon Suz
250 EX
Jason Edwards Kaw
Terry Tinney Kaw
David Wilson Kaw
Keylon Young Kaw
500 OPEN
Billy Depriest Kaw
Joey Hardin Kaw
Jerry Moody Kaw
Paul Bishop Hon
Terry Dickey Hon
0-25 NOV
Donny Margraves Kaw
Ronnie Hensarling Kaw
Tod Day Yam
James Rathmann Kaw
Phil Pylmale Kaw
0-25 INT
Dan McKinley Yam
Greg Franks Yam
Bruce Dugan Hon
Jerry Hill Suz
Steve McCombs Yam
0-25 EX
Willie Phee Hon
Keith Mundie Kaw
Kevin Williams Hon
Joe Jordan Kaw
Joey Hardin Kaw
0-30 NOV
Scot Martin Hon
James Trawick Suz
Jim Ewing Kaw
Jeff Hards Yam
David Guillett Hon
0-30 INT
Douglas Hall Yam
Brian Doran Kaw
John Mitchell Yam
Eric Berg Suz
Jerry Hill Suz
0-30 EX
Willie Phee Hon
Joe Jordan Kaw
Jeff Jones Hon
Jim Vaughn Kaw
Barry Callaway Kaw
0-40
Mike Lambert Kaw
Billy Boyd Hon
Chris Jones Kaw
Darrell Bishop Kaw
Glen Cribbs Hon

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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	Hats	
___	Cycle News at $9.95	___
	Fanny Packs	
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	T-Shirts	
___	Cycle News at $11.95	___
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Qty.	Description	Amount
	Miscellaneous	
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___	Team Smitty Comic Book at $2.95	___
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From Motovideo.

(#152) 1990 Axton MX Nationals
From Motovideo.

(#153) 1990 Mt. Morris MX Nationals
From Motovideo.

(#154) 1990 Buchanan MX Nationals
From Motovideo.

(#155) 1990 Southwick MX Nationals
From Motovideo.

(#156) 1990 Troy MX Nationals
From Motovideo.

(#157) 1990 Washougal MX Nationals
From Motovideo.

(#158) 1990 Binghamton MX Nationals
From Motovideo.

(#159) 1990 Delmont MX Nationals
From Motovideo

(#160) 1990 Budd's Creek MX Nationals
From Motovideo.

(#161) 1990 New Berlin MX Nationals
From Motovideo.

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True life story of one of America's greatest racers. Rare photos, boyhood race films. By Despain Associates. 60 minutes.

(#53) Toughest Race I Ever Won
Bubba Shobert wins for Honda, then tells you how. Thrilling 6-rider duel to a photo finish. 60 minutes by Despain.

(#200) 1990 Ascot (Spring) Half-Mile
From Despain Video

(#201) 1990 San Jose (Spring) Mile
From Despain Video

(#202) 1990 Springfield (Spring) Mile
From Despain Video

(#203) 1990 Louisville Half-Mile
From Despain Video

(#204) 1990 DuQuoin Mile
From Despain Video

(#205) 1990 Peoria TT
From Despain Video

(#206) 1990 Springfield Fall Mile
From Despain Video

(#207) 1990 San Jose (Fall) Mile
From Despain Video

(#208) 1990 Ascot (Fall) Half-Mile
From Despain Video

(#209) 1990 Sacramento Mile
From Despain Video

(#210) 1990: Year in Review
Here are all the highlights of all 16 races that determined the 1990 AMA Grand National Championship. Relive the greatest moments of Parker, Carr, and the rest of the rolling thunder show from 1990. From Despain Video.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#325) Throttle For the Gold
...the story of the 1990 Supercross Series, featuring the stars of the sport: Jeff Stanton, J.M. Bayle, Jeff Ward, and the rest make 18 stops, challenging each other on America's toughest supercross tracks 48 minutes by Madison Square Garden Home Video, from Motovideo.

(#78) The American Express
A review of the 1988 FIM World Road Racing 500cc Championships. From Motovideo.

(#81) United States Grand Prix 1989
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Motovideo.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Motovideo.

(#80B) 1991 Japanese RR Grand Prix
The 1991 GP Series started out at Suzuka, Japan, seemingly where the '90 series left off — with red-hot racing! What took place is all here in one of the most stunning and surprise-filled videos ever seen. 52 minutes from GP Video.

(#81A) 1990 USGP Laguna Seca
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. From Despain Video.

(#94) Isle of Man 1989
A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. 60 minutes. From Motovideo.

(#401) 1990 World S/B UK-Spain
60 minutes from Motovideo.

(#402) 1990 World S/B Hungary-Germany
60 minutes from Motovideo.

(#403) 1990 World S/B USA-Canada
60 minutes from Motovideo.

(#404) 1990 World S/B Austria-Japan
60 minutes from Motovideo.

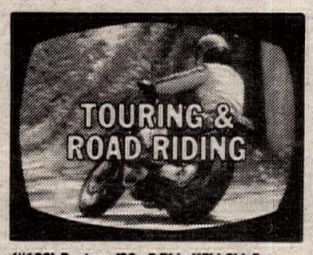
(#405) 1990 World S/B France-Italy
60 minutes from Motovideo.

(#406) 1990 World S/B Malaysia-NZ-Aus.
90 minutes from Motovideo.

(#78A)1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Motovideo.

(#78B) Rainey Days: 1990 GP Preview
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#96A) 1990 Isle of Man
"The fastest most spectacular, most entertaining, and biggest bike event in the world !" All seven races from the 1990 IOM on a 55 minute show. From Motovideo



(#106) Daytona '90 - " Ride Wild Side"
The foremost Cycling Event in the World! Ten days of fun in the sun at the fabulous Daytona Beach, FL. See the bikes, races, personalities and much more. Lots of Main Street action. From Progressive Design.

(#107) Racing America Volume One
A video almanac of motorcycle racing and touring from across the United States. Includes footage of various competitive and non-competitive events from Daytona, Sturgis, Widowmaker, and more. From Progressive Design.

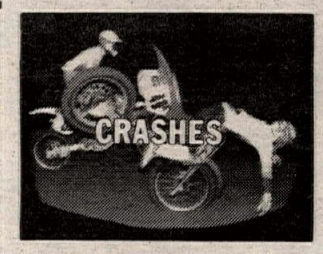
(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118) 50 Years of Sturgis
When Sturgis was started back in 1938, no one ever dreamed if would grow into the greatest cycling event ever. Now over fifty years later, Sturgis is the Woodstock of cycling. 75 minutes by Panacom, from Progressive Design

(#120) Ride America Package
Experience Ride America - a brand new series of motorcycle videos. Ride two of the greatest motorcycle roads in the United States with multi-award winning film and television director Peter Starr and his guests. Get California's Highway 1 and Colorado's "Million Dollar Highway" for one low price! From Jigsaw Home Video.

(#121) Ride America: Highway 1
This 60 minute video takes you up the legendary northern California coast via Highway 1, from the Golden Gate Bridge on up, for a breathtaking 130 mile journey in your own living room! From Jigsaw Home Video

(#122) Ride Am.: "The Million Dlr. Hwy."
Experience the wonder and beauty of Colorado's Million Dollar Highway in the fall colors season with 130-mile mountain road excursion through the heart of the San Juan Mountains. From Jigsaw Home Video



(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageouus over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#105) SX Thrills, Spills and Chills '90
You've seen the commercials - now buy the video . . . Great entertainment at parties. 30 minutes from Motovideo.

(#125) Bike Havoc
the 1st-ever all-motorcycle "Havoc" video by More Entertainment. Features 55 minutes of catastrophe with the likes of Randy Mamola, Christian Sarron, Dave Thorpe, Wayne Gardner, Kevin Schwantz, Eddie Lawson and more. A variety of crashes from road race GP's TT's, MXGP's, Drags, and Paris-Dakar. From Motovideo.

(#66A) Crash and Burn 3
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#128) The Best of Widowmaker Hillclimb
60 minutes of the legendary Widowmaker - what goes up often comes down. From Motovideo.

(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turn out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#45A) 1990 Speedway US Nat'l C'ships
This climax to the 26 week long quest of races brings out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123) 1990 Calif. State Speedway C'ships
With commentary by Terry Clanton and Cycle News writer Scott Daloisio, this event is one of the most competitive on the west coast. Also features the wild speedway California Sidecar Championship. 90 minutes from RAZ Video.

(#134) 1991 Bob Hetrick Memorial Ice Race
Exciting action from the weekend of the 1991 Speedway I.C.E. World Championships at Tucson, Arizona. 60 minutes from RAZ Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Motovideo.

(#110) 1990 Blackwater 100
Motovideo has now produced 60 minutes on tape of the outrageous challenge of the Blackwater classic. This is America's Toughest Race the way it was meant to be seen!

(#136) Go For It at Glamis
Meet the "Riders of the Sand" who bring bikes, ATV's, Jeeps, buggies and—go for it at Glamis! 20 minutes produced by Perfect Image, from Motovideo.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Motovideo.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#129) The Daytona Collection: '52-'62-'72-'82
A fascinating look back at the Daytona 200 over the years. A progression of new machines and riders from Triumph efforts and British domination in the early years through one event each decade up to the '82 win of Graeme Crosby over Baldwin, Spencer, Roberts, and Lawson. From Motovideo

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

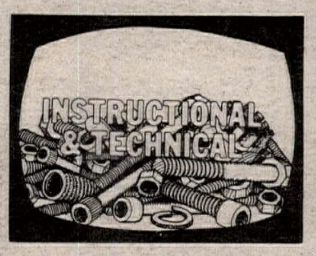
(#131) Three in Europe '69
Follow the early heroes of late '60's motocross around the European circuit as they contest the 1969 Belgian, French, and Swiss MXGP's. From Motovideo

(#132) 1961 Laconia Classic Road Races
Travel back in time to the 41st annual Laconia Classic races, held on June 15-18, 1961. 46 minutes from Motovideo

(#133) British Flashback
A look back to the days when Brit bikes ruled the empire of motorcycling. Footage from, "Triumph 99.9", the 1969 Isle of ManTT, the "Northwest 200 Miler" Irish road races, "Made to Grip", a documentary on the manufacturing of the K-70. Approx. 60 minutes from Motovideo.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Motovideo.



(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross — Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "the Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street-riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles of experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Motovideo.

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